THE

PRICE

PENNY

POSTAGE

1840

To 1890

JUBILEE

and

PHILATELIC
HISTORY

by

PHIL

with

Portrait

of
SIR ROWLAND HILL

LONDON Sampson Low, Marston, & Co. Limited
St. Dunstons House, Fetter Lane, Fleet Street, E.C. 4

All Rights Reserved

HE
6935
P54
1891

NPM

COMFORT FOR THE FEET.

LADY VICTORIA HOWARD says :
"Your Comfort for the Feet Corn Plaster
is, without exception, the best
plaster I have ever used."

CORNS and BUNIONS may be removed, and ENLARGED
TOE-JOINTS reduced by using

THOMPSON'S FRENCH CORN PLASTER.

Those who are troubled with the discomfort of Corns, etc. will be glad to have attention called to this remedy, as it removes pain very speedily.

"It is a simple Plaster, thin as silk, and comfortable to the foot." "Since using this Plaster, I can walk almost any distance."—*Lady Maude* —.

PACKETS—1/1½ EACH ; POST FREE FOR 14 STAMPS.

Ask for THOMPSON'S PLASTER, and take No Substitute.

" IT TELLS THE TRUTH. "

"DOUNE TERRACE, EDINBURGH.—Dear Sir,—I cannot speak too highly of the great value of your NERVETONINE. It has done me a great deal of good, and I bless the day I saw your advertisement :—it is not like most advertisements, IT TELLS THE TRUTH. I shall highly recommend it wherever I go, for it is a wonderful medicine for Nervous Complaints.

"Thanking you, I remain, gratefully yours, A. D.—."

MR. THOMPSON has received hundreds of letters testifying to the marvellous Cures of Rheumatism, Sciatica, etc., effected by the use of NERVETONINE.

See Dr. Wilson's Notes in *Health* on Nervetone for the cure of Nervous Complaints. NERVETONINE is a positive, safe, and permanent cure for all Nervous affections, Nervous Exhaustion, Nervous Debility, Mental Depression, Hysteria, Loss of Memory, Sleeplessness, etc. Nervetone is a very powerful Brain Feeder, a Nerve and Muscle Strengthener, a Blood Nourisher, and a Stomach Reviver. Nervetone is invaluable in all diseases of the Digestive System, Indigestion, with coated tongue and bitter taste in the mouth, Frontal Headache, Loss of Appetite, Habitual Constipation, etc. All forms of Nerve Pains, Neuralgia, Toothache, Rheumatism, Lumbago, Gout, and Sciatica, are INSTANTLY Relieved and Permanently Cured with NERVETONINE.

Can be had from the Sole Proprietor in Bottles at 1/9, 2/9, 4/6, and 11/; Postage, 2d. extra.

For further particulars see M. F. THOMPSON'S Concise Guide, gratis to all who mention this Book.

M. F. THOMPSON,
HOMŒOPATHIC AND DISPENSING CHEMIST,
17 GORDON STREET, GLASGOW,
And 97 PRINCES STREET, EDINBURGH.

"THE SWEETEST TOBACCO MADE."

OF SUPERLATIVE QUALITY.

MURRAY'S

AND DAILY INCREAS-
ING IN SALE AND IN
FAVOUR with

To be had :
Packets only
from all the
FIRST-CLASS
TOBACCONIS'S,
and at nearly
all the Stores
throughout the
United Kingdom.

MELLOW

SMOKERS, not-
withstanding
the severe
test of more
than Twenty

SMOKING Years' competition
with many imitations.

MIXTURE.

Dublin, . 96 & 97 TALBOT STREET.

MANUFACTURED BY

MURRAY, SONS & Co., LTD.

BELFAST.

BONUS YEAR
DIVISION OF SURPLUS FUNDS

1823

FUNDS £2,550,000

1823

INCOME £330,000,

MODERATE PREMIUMS • NON-FORFEITABLE POLICIES

THE
EDINBURGH
LIFE ASSURANCE
COMPANY

EDINBURGH: 22 GEORGE STREET.
LONDON: 11 KING WILLIAM ST E.C.

INCREASING BONUSES • WORLD-WIDE POLICIES

POLICIES ISSUED
BEFORE 31ST MARCH 1892
WILL PARTICIPATE.

B.2.-
15

15

Yours respectfully
Rowland Hill

HE
6935
P54
1891
NAM

The Penny Postage Jubilee

AND

Philatelic History

BY PHIL

141

WITH PORTRAIT OF SIR ROWLAND HILL

LONDON

SAMPSON LOW, MARSTON AND CO., LIM.

St. Dunstan's House

FETTER LANE, FLEET STREET, E.C.

1891

[All rights reserved]

Printed by T. and A. CONSTABLE, Printers to Her Majesty,
at the Edinburgh University Press.

TO
PEARSON HILL, ESQ.
LATE OF THE SECRETARY'S OFFICE,
POST OFFICE, LONDON
THIS LITTLE VOLUME
IS RESPECTFULLY INSCRIBED
FOR THE GREAT GOOD CONFERRED ON MANKIND
BY HIS FATHER
SIR ROWLAND HILL
K.C.B., D.C.L. Etc.

CONTENTS.

	PAGE
PREFACE TO PART I.,	1

CHAPTER I.

INTRODUCTORY—THE EARLY POSTS, Etc.

The First English Postmaster, 6 ; Horse Post Service improved, 7 ; Management of the " Posts," 8 ; Farming of Postal Revenues, 9 ; Postal Ordinance of 1653, 10 ; Dockwray's " Penny Post," 17 ; Union Postal History, 18 ; The General Post, 19 ; The " Penny Posts," 20 ; Origin of Mail-Coach Service, 21 ; Scottish Postal History, 22-32 ; Irish Postal History, 32-41 ; Franks, 42 ; British Postal Rates in 1837, 43-44,	3-44
---	------

CHAPTER II.

ROWLAND HILL—" He gave us Penny Postage,"	45-53
---	-------

CHAPTER III.

THE NEW STYLE.

The Penny Postage Act, 55 ; Postage-Stamps to be provided, 56 ; Prepayment by means of Stamps, 57 ; The Queen's Speech and Penny Postage, 58 ; Introduction of New System, 59 ; Mail-Coach v. Railway Speed, 60 ; A Floating Post Office, 61 ; Carrier Pigeon Posts, 62,	54-62
--	-------

CHAPTER IV.

THE PENNY POSTAGE-STAMPS, Etc.

Contract for Postage-Stamps, 64 ; The Design for the Penny Stamp, 65 ; Lettering of the Penny Stamp, 66 ; Number of Penny Stamps issued, 67 ; The Mulready Stamps, 68-70 ; The Penny Stamps, 71-74 ; Post-cards, etc., 75-80,	63-80
---	-------

CHAPTER V.

THE CHALMERS CLAIM,	81-101
-------------------------------	--------

CHAPTER VI.

POSTAL ANECDOTES,	102-109
-----------------------------	---------

CHAPTER VII.

PENNY POSTAGE JUBILATIONS.

The Jubilee Letter-Card, 112 ; The Postal Jubilee Envelope, 113 ; Caricature of Jubilee Envelope, 114 ; Postal Jubilee Banquet, 115-116 ; The Guildhall Celebrations, 117-120 ; The Post Office Celebrations, 121-128 ; Jubilee Exhibitions, Vienna, 129 ; London, 130-137 ; Edinburgh, 138-141 ; Leeds, 142 ; Birmingham and Dundee, 142-143 ; Postal Jubilee Honours, 143,	111-144
--	---------

CHAPTER VIII.

MANUFACTURE OF STAMPS, Etc.

Manufacture of Stamps, 145-147 ; A Perforating Machine, 148 ; On Perforations, 149-151 ; A Perforation Gauge, 152 ; Perforated Initials on Stamps, 153, . . .	145-153
---	---------

CHAPTER IX.

POST-MARKS, ETC.

On Post-marks, 154-157 ; Obliterating Stamps, 158 ; Water-marks of British Stamps, 159 ; Ditto of Colonial Stamps, 160 ; Ditto of Foreign Stamps, 161-162 ; Circular Delivery Companies, 163 ; News- paper Tax, 164 ; The Parcel Post, 165 ; Government Parcel Stamps, 166 ; Telegraph Stamps, 167 ; New Mail-Coach Service, 168 ; Protection of the "Post," 169 ; Yearly Correspondence, 170, . . .	154-170
---	---------

CHAPTER X.

COLONIAL POSTAGE.

Colonial Postage, 171-173 ; Ocean Penny Postage, 174 ; Colonial Uniform Postage, 175 ; Colonial Statistics, 176-177,	171-177
--	---------

CHAPTER XI.

COLONIAL POSTAGE-STAMPS,	178-186
------------------------------------	---------

CHAPTER XII.

FOREIGN POSTAGE-STAMPS,	187-199
-----------------------------------	---------

CHAPTER XIII.

PHILATELIC MISCELLANY.

A Plea for Stamp-collecting, 200-203 ; On Varieties of Paper, 204 ; Adoption of Postage-Stamps, 205 ; Half a Postage-Stamp, 206 ; Surcharged Postage-Stamps, 207 ; Colours of Postage-Stamps, 208 ; Centimètre Measurement, 209 ; "Express Posts," 210 ; Phila-	
---	--

telic Journals, 211 ; What to Collect, 212 ; Proof Stamps, 213 ; On Forged Postage-Stamps, 214-217 ; 47 and 48 Vict., cap. 76, 218 ; A Million Postage- Stamps, 219 ; Hints to Collectors, 220 ; The Value of Stamps, 220-225 ; Jubilee of the Penny Stamp— an Ode, 226,	200-226
PREFACE TO PART II.,	227-229
JUBILEE CATALOGUE OF THE WORLD'S POST- AGE-STAMPS,	231-260
INDEX TO COLLECTION OF STAMPS,	261

PREFACE TO PART I.

THERE are many who to-day remember the introduction of the Penny Postage Scheme of Rowland Hill in 1840, and the excitement which it caused throughout the kingdom.

Blessings have been poured on the late Sir Rowland Hill, and deservedly so. From cot to palace the boon he gave has been acknowledged. Ties of friendship have been closely sealed. Sufferings, which otherwise would probably have continued but for cheap postage, have been alleviated. Such in fact is the work of a great benefactor.

Fifty years have sped their way, and we in the country of the birth of cheap postage are to-day celebrating its Jubilee. Although uniform Penny Postage has only reached that age, there is much interest centred

around it. Britain's example has been eagerly followed, and large postal reforms have taken place everywhere. The development of the prepayment of letters by means of postage-stamps is to be found in the history of every country, beginning with our own.

The following pages, giving, in brief, a history of the 'Post' and of the world's postage-stamps, it is hoped may enlighten the younger members of society and interest the elder, and it is to that end, and in celebration of the Jubilee, that this book is written. Thanks are returned by the author to the officials of the General Post Office and other Departments for their courtesy, and the trouble occasioned them in some matters of detail considered necessary for this small work.

December 1890.

CHAPTER I.

INTRODUCTORY—THE EARLY POSTS, ETC.

FROM the early ages we have records of 'Posts' being established at certain distances along the roads for military and other purposes. In the Roman Empire from these 'Posts' or *Posita* (low Latin *Posta*) the despatches and intelligence were conveyed by couriers all along the line; but the transmission of such intelligence was confined to the State much in the same way as nowadays the Queen's Messengers convey Government Despatches to, or from, the Ambassadors at foreign courts.

As early as the thirteenth century, it appears that in the Hanse towns a primitive letter-post was established. The House of Thürn und Taxis¹ established a post through

¹ The House of Thürn und Taxis—an old, extensive, and noble family—sprang from the Milan family Della Torre, who, in 1237-77 and 1302-11, governed Milan. The family, driven away

the Tyrol about the year 1450, and later, during the reign of Maximilian I. (who did much to improve the then existing laws) established a first real post between Vienna and Brussels in 1516, which linked together the most distant portions of the dominion. In 1595 Leonard von Taxis became Postmaster-General of the German Empire, and in 1615 Lamoral von Taxis obtained the

by the Viscountess after the surrender of Lamoral I. (1313), settled in the government of Bergamo and took the name del Tasso, from the mountain Tasso, and afterwards Taxis. Thürn is the German for the name Torre. Francis von Thürn was confirmed into the imperial nobility by the Emperor Maximilian in 1512. Eugen Alexander von Taxis was raised to the dignity of Imperial Prince, and the princely rank became hereditary in 1695. In 1785 Karl Anselm von Taxis bought the estates of Friedberg, Scheer, Dürmentingen and Bussen, which were created into a principality. In return for the loss of the Posts in the Austrian Netherlands, and upon the left bank of the Rhine, the family of Thürn and Taxis obtained in 1803 the princely ecclesiastical estate Buchau, in addition to the town bearing the same name, and numerous other estates and market towns, as a principality. From Prussia they received in 1819, as compensation for loss of Posts, three royal estates, which were formed into the principality named Krotoschin. In addition, the House possesses numerous estates in Austria, Bavaria, Würtemberg, and Belgium. The present head of the family is Prince Albert, born 8th May 1867, son of the hereditary Prince Maximilian and Princess Helene. He resides in Regensburg, and is a hereditary Imperial councillor in Austria and Bavaria, hereditary member of the Prussian House of Lords, as well as the first Chamber of Würtemberg.

hereditary office of Postmaster-General and the dignity of a Count.

The monopoly enjoyed by the Princes of Thürn and Taxis as chief Postmasters having proved to be a source of considerable profit, was eventually purchased by the different German States. Yet the House of Thürn and Taxis possessed up to 1867, in fief under the empire, the administrative power of the posts over the principalities of Hohenzollern, the Schwarzburgs, the Grand Duchies of Saxe-Weimar, Nassau, Saxe-Meiningen and Saxe-Coburg, the Electorate of Hesse, and the free cities of Frankfort-on-the-Maine, Hamburg, Bremen, and Lübeck. The right when ceded to Prussia cost that country a sum nearly equal to half a million sterling.

France had a rudimentary Post Office, which was organised by the University of Paris as early as the thirteenth century. Spain, too, enjoyed a postal system; but the restrictions amounted almost to a prohibition to the transmission of correspondence.

Turning to our own country, there is little

doubt that epistolary intercourse was carried on in the early part of the 13th century by means of messengers who wore the royal livery. But during the reign of Edward I. 'posts' were established where horses could be hired, rendering it unnecessary for the messengers to provide themselves with horses. During the reign of Edward IV. the system adopted for the transmission of despatches whilst the king was engaged in his wars was simple. Relays of horses were held in readiness, and thus great expedition was the result. It is very probable that this means of communication laid the foundation of the later postal system. The office of "Master of the Postes," which existed in the reign of Henry VIII., and indeed was instituted by him, was filled first by Sir Brian Tuke, who is designated in the records of 1533 as "*Magister nunciorum, cursorum, sive postarum* both in England and in other parts of the King's dominions beyond the seas," and of whom there is a clear record of his being the first English Postmaster. In 1567 Thomas Randolph

was appointed "Chief Post-master" by Queen Elizabeth, and was succeeded by James Stanhope, first Lord Stanhope, who was appointed in 1607, under the title of "Master of the Postes and Messengers," with a fee of a hundred marks a year.

On the accession of James VI. of Scotland, there was increased intercourse between England and Scotland, which led to the horse-post service being improved. A special supply of horses was kept at the 'posts' on the roads for the transmission of Government missives, and any delay of over fifteen minutes was held as a grave offence. Owners of horses were entitled to charge those "riding in post" a certain price per mile.

At this time attention was directed to foreign communication, and a separate office was created by new letters patent in favour of Mathewe de Quester, the elder, and Mathewe de Quester, the younger. Lord Stanhope regarded this appointment of "Postmaster of England for Foreign Parts" as clashing with his own office. A lengthy

law-plea was only settled in the King's Bench (after Charles I. had succeeded to the throne) by the retirement of Lord Stanhope, and the succession of William Frizell and Thomas Witherings to the office held by the De Questers. Shortly after this (1634) Charles issued a proclamation which was in effect to increase the facilities of the post between London and Edinburgh, and to "settle a post or two to run night and day, to go thither and back in six days." Throughout England there were eight main postal lines authorised. The rates of postage were to be 2d. for a single letter sent for a distance under 80 miles; 4d. up to 140 miles; 6d. for any longer distance in England; and 8d. to any place in Scotland.

In 1649 the management of the 'posts' caused an attorney, one John Hill, to endeavour to effect reforms. He placed relays of post-horses between London and York, and further, by his own efforts, was able to reduce the charge for letters and parcels to one-half of the former rate. He was not daunted in the opposition he had to meet

from the Government, for it is told that he even aimed at the establishment of a Penny Post for England, a Twopenny Post for Scotland, and a Fourpenny one for Ireland. Living, as this attorney did, in the midst of the jealousies and caprices of the Commonwealth, he had his letter-carriers, it is related, trampled down by the soldiers of Cromwell, while he himself barely escaped punishment. The Post Office was now held in the eyes of the people not merely as a means of inter-communication, or of social improvement, but primarily a State revenue department, in which political espionage, deemed necessary, was practised.

Under the Commonwealth commenced the practice of farming out the Post Office revenues. "An ordinance, touching the office of Postage of Letters (inland and foreign)," was in force in 1653, by which the Post Office was farmed to John Manley for £10,000 a year. As a number of the items are of great interest in reference to the powers vested in John Manley, his heirs

and assigns, and other matters, we reproduce them :—

hereas upon the one and twentieth of March, One thousand six hundred forty and nine, It was resolved by the then Parliament, That the Office of Post Master, Inland and Foreign, were and ought to be in the sole power of the Parliament ; and severall Orders were made by the said Parliament, whereby the management thereof was referred to the Council of State. And whereas on the thirtieth day of June, One thousand six hundred fifty and three, the then Council of State did by special Contract demise, and set to farm the said Offices for the Postage of Letters both Foreign and Inland unto John Manley of London, Esq ; at and under certain Rents, Covenants and Conditions for the benefit and advantage of the Common-wealth : For the confirmation of the said Contract, and the better regulation and due execution of the said Offices, and to the end the same may be managed with most security and expedition in the Carriage and return of Letters, as well of

the Publique as Private concernment, and that the prices for portage of Letters may be reduced to a lower rate, and more certainty than in former times, for the ease and advantage of the people; and also for the better enabling the said John Manley to perform the said Contract on his part, and to observe and fulfil the Conditions and Covenants hereafter in this Ordinance contained;

Be it Ordained by His Highness the Lord Protector, by and with the consent of His Council, and it is Declared and Ordained by the Authority aforesaid, That he the said John Manley, his Heirs and Assigns, from the said thirtieth day of June, One thousand six hundred fifty and three, until the thirtieth day of July which shall be in the year of our Lord one thousand six hundred fifty and five, shall and may for and under the Rents, Conditions, Clauses, Provisoos and agreements hereafter in this Ordinance set down and mentioned, have, hold, execute and enjoy the said Office of Postage of Letters both Inland & Foreign, together with all the powers, perquisites and profits to the same of right appertaining, and herein hereafter expressed, and shall and may by himself and such faithful, able, and well-affected Deputies and under Officers (for which

he shall stand & be responsal) take and receive such Perquisites and Profits only and no more as are herein hereafter particularly mentioned, allowed and expressed, in manner and form as hereafter insueth.

And first, The said John Manley shall have the sole Care and Charge of the Postage and Carriage of all Letters and Packets, both Foreign and Inland to and from all persons; and in all places of England, Scotland, and Ireland, and to and from all other places within the Dominions of this Common-wealth, exclusive to all others, except for such as shall be sent either by common and known Carriers along with their Carts, Waggones or Pack-Horses, or by Messenger or Messengers on purpose, or by some servant, or friend or friends, or by some Ship or Ships, Vessel or Vessels not being Packet-Boats nor Vessels, or Boats purposely or principally imploied to carry Letters; All which said Packet-Boats, and other Vessels and Boats to carry Letters (except only such as shall be imploied by the said John Manley, together with all other Posts, but such as shall likewise be thereunto Authorized and impowred by him) are hereby expressly prohibited, forbidden and suppressed.

Item, That for all other Letters and Packets

to or from private persons, and for private occasions (and not at all relating to the persons and publique Affairs mentioned in the former Article being absolutely free from Pay and Postage) he the said John Manley shall by himself his Agents, Deputies or under Officers receive and take for the carriage and postage thereof only according to the Rates following, and no other or higher rates, viz. For every Letter to or from any place within eighty miles distance from London, if a single Letter, two pence, and if a double Letter, four pence. And for every Letter at a farther distance than eighty miles, if a single Letter, three pence, if a double Letter, six pence. And for every Letter to or from Scotland, if a single Letter, four pence, if a double Letter, eight pence. And to or from Ireland, for every single Letter, six pence, and every double Letter, twelve pence, and for treble or greater Packets of Letters proportionably.

Item, To the end a Weekly intercourse may be continued between England and Ireland, the said John Manley shall (over and besides the Packet Boats for Foreign Posts) and is hereby obliged to maintain one or more Packet Boats to pass and repass, if not hindered by wind and Weather, weekly between Milford and Water-

ford, and between Chester and Dublin, or to settle such other waies and meanes for a weekly correspondence between those places as may be equiualent for speed and security with the waies aforesaid.

Item, That for the better carrying on of the Publique service, especially of the Navy, there shall be (besides the severall Postages now in use) settled, maintained and established by the said John Manley, a weekly Post between Dover and Portsmouth, and between Portsmouth and Salisbury, and between London and Yarmouth, and between Lancaster and Carlisle.

That for the more speedy and effectual dispatch of all the said Posts and Premises, the said John Manley shall be, and is hereby obliged to cause the said Posts to run seven Miles an hower in Summer, viz. From the first of April to the last of September; And five miles an hower in Winter, viz. For the rest of the year.

Item, That the said John Manley shall be, and is hereby obliged to take order for, and cause every his under Post-Master or Deputy, at his severall Stage, to have in readines one good Horse or Mare to receive and carry the Bale of Letters from time to time, that the same may not be staied at any Stage above half a quarter

of an hour at most: And for the more speedy dispatch thereof, that no other person (besides the Post that carrieth the Male) be suffered to ride Post with the Male.

That the said John Manley shall be, and is hereby obliged to provide Post-horses at every Stage, for all such persons as shall by especial Warrant of his Highness, His Council, any of the Generals at Sea, Commissioners of the Admiralty and Navy, Secretary of State, General Officer of the Army, Commanders of any Garrison, or Commanders of any Squadron or Ship of the Navy of the Commonwealth, be authorized to ride Post.

That for the reasons aforesaid none but the Post-Masters, deputed and approved of by the said John Manley, upon the several Roads, shall horse any person Post; and that the said Post-Masters upon the Roads, deputed by the said John Manley, shall not receive or take, from any person or persons riding post as aforesaid, above the rate of three pence a mile for each Post-horse, being the Rates in such case formerly used and accustomed. And to the end there may be a constant and sufficient provision at every Stage for the Horsing of such as shall have such Warrant as aforesaid, to take Post-horses, the said John Manley shall be, and is

hereby obliged to cause every Post-Master, deputed by him, to keep usually and constantly at every Stage, the number of four good Horses or Mares at the least for the said Post-Service.

Item, That the said John Manley shall truly and faithfully pay unto such Treasurer or Receiver, as His Highness the Lord Protector shall appoint, to the use of the Common-wealth, the sum of ten thousand pounds yearly, by quarterly payments, at and upon such daies and times as he hath promised and secured the payments of the same.

That no person or persons whatsoever, besides the said John Manley, his Deputies and Under-Officers, shall be allowed or suffered to set up any Post, or keep Horses, or any Packet-Boat or Boats for the carrying or sending of Letters Inland or Foreign.

It appears that during the reign of James II. (1685-88) farming of the Postal Revenues ceased.

In 1656 "An Act for settling of Postage of England, Scotland, and Ireland" gave authority for the establishment of a Postmaster-General for England and Comptroller of the Post Office, who had the horsing and control of all 'posts' and persons riding post.

The rate of postage from England to Scotland was 4d. for a single, and 8d. for a double, letter ; or if the letter exceeded the latter in bulk it was charged at the rate of 1s. 6d. per ounce weight. To Ireland the rate was 6d. for a single, and 1s. for a double, letter, or 2s. per ounce weight. To Leghorn, Genoa, Florence, Lyons, Marseilles, Smyrna, Aleppo, and Constantinople it was 1s. single, and 2s. the double letter. To Bordeaux, Nantes, Cadiz, and Madrid 9d., or 2s. per ounce. To Dantzic, Lübeck, Stockholm, and Copenhagen 1s. single letter, or 4s. per ounce weight.

On 1st April 1681 the first 'Penny Post' was established in London by an upholsterer, one Robert Murray, who was succeeded by William Dockwray, a searcher at the Custom House. Letters and parcels not exceeding 1 lb. in weight, or £10 in value, could be carried in the city and suburbs for one penny, but if beyond, and within a radius of ten miles, the charge was twopence. District offices were established in different parts of London. There were

hourly collections, and six deliveries daily in the city. The business transacted was such that the Crown complained of it as being an infringement of the Duke of York's patent. A lawsuit followed, and the Court of King's Bench held that the new Post Office was an infraction of the privileges of the General Post Office. It was thereafter annexed, and Dockwray was, strangely enough, himself appointed Comptroller of the District Post. He fared better than John Hill, his predecessor, for he was granted compensation in the form of a pension, in recognition of his able services, of £500 a year, which he, however, lost four years later, on the ground of mismanagement of his office being proved against him.

A very important statute was passed in the year 1710. By the Act 9 Annæ, cap. 11, a General Post and Letter Office was established in the city of London, "from whence all letters may be with speed and expedition sent into any part of the Kingdom of Great Britain and Ireland, to North America and the West Indies, or any

other of Her Majesty's dominions, or any kingdom or country beyond the seas, and at which office all returns and answers may be received." The control of the chief offices, which were established in Edinburgh, Dublin, and New York, was under one officer, who was designated Her Majesty's Postmaster-General. Cross posts or stages were also established, which facilitated postal communications over the country, and rates of postage were also settled by the Act. The postage rate of the London District Post was established by the Act at 1d. In 1801 it became a Twopenny Post, and under certain conditions an extra penny was charged, and remained so until the Act 2 and 3 Vict. cap. 52 (1839) was passed; but in 1833 the Twopenny Post was extended in its sphere to twelve miles from the General Post Office.

In 1720 a further advance was made in the cross posts by the Postmaster of Bath, who, on his own application to Government, held a lease of all the cross posts established, or that may be established. It is

stated that when the bye-letter office was abolished in 1799 on the transfer to the General Post Office the profits had reached a sum of £200,000 a year.

In 1765, by the Act 5 George III. cap. 25, sect. 2, power was given to the Postmaster-General to establish 'Penny Posts' in other large cities or towns besides London. Provision was also made for the delivery of foreign mails through the medium of the Penny Post Office, but an extra charge for each letter of a penny additional for delivery was made outwith the General Post Office, but within the jurisdiction of the Penny Post Offices.

By degrees the 'Penny Posts' spread all over the United Kingdom. Towns such as Hastings, Cheltenham, Salisbury, etc., had them, and in the large commercial centres the communities soon availed themselves of the privileges of the Act, for Liverpool, Birmingham, Hull, etc., each had 'Penny Posts.' In Scotland 'Penny Posts' were established from time to time in Edinburgh, Glasgow, Greenock, Dundee, Kirkcaldy,

Falkirk, Musselburgh, Stirling, and numerous other towns. These local posts worked tolerably well, but with the extension of the General Post they gradually were absorbed. Throughout the kingdom there were considerably over a thousand 'Penny Posts,' the majority of which were in England.

In Scotland there were 220 such posts in 1835, and in Ireland 197.

The origin of the mail-coach is due to one Mr. John Palmer, who subsequently was appointed Controller-General, with a view to carrying out his scheme. Mr. Palmer, a native of Bath, and manager of Bath and Bristol theatres, submitted to the then Prime Minister in 1783 a scheme to supersede by the stage-coach with armed guards the post-boys on horseback, who were so open to the recurring attacks from highway robbers. After preliminary difficulties, assignable in part to the Post Office itself, it was decided to have a trial made, it being argued and believed that in addition to an accelerated and increased service the

revenue of the Department would also correspondingly be increased. The first start was made from London. The journey to Bath was accomplished in 14, and to Bristol in 15, hours, much to the surprise of the Department, who believed it impossible to bring the two places within 16 and 18 hours. From this time (1784) dates the introduction of the mail-coach system, and its inauguration under such favourable circumstances was followed by its gradual development throughout the kingdom. In due time, however, the mail-coach fell before the power of the locomotive.

Owing to the heavy charges connected with the proper working of the mail-coach, an extra penny a letter was charged, and was exigible by statute subsequently passed. From 1797 onwards, to the time when Rowland Hill's scheme for cheap postage was propounded, the history of the Post Office was comparatively uneventful.

In Scotland there were considerable impediments to transit by reason of the condition of the roads generally in the early

times. So far back as 1678 a contract was entered into to run a coach and six horses between Edinburgh and Glasgow (44 miles distant), the journey to be undertaken within six days there and back—the contractor to receive a subsidy of 200 merks = £11, 5s. a year, for five years, so arduous were the difficulties to be surmounted. The contract was not renewed owing to unprofitable results.

In 1715 foot-runners were employed for the conveyance of the mails, not a horse-post being then in existence in Scotland. Mails were despatched from Edinburgh to Glasgow and *vice versâ* three times a week. From Edinburgh the runners started at twelve o'clock at night. The Tuesday's despatch arrived at Glasgow on the following evening, and on the other days the time occupied was the same. District mail-bags were sent as far north as Thurso, and as far west as Inveraray, by the means of foot-runners. In the year 1716 orders were directed by the Duke of Argyll to place relays of horses between Edinburgh and Inverness for the conveyance

of despatches to and from the army under General Cadogan in the Highlands. The routes upon which these horse-posts worked were first through the central road by Perth, Dunkeld, and Blair-Athole, and the second was through Fife by the coast and Aberdeen.

Later on an improvement was effected in the conveyance of the bags. Relays of fresh horses and different post-boys were employed at the different stages of the journeys to the principal towns in Scotland; yet the larger portion of the mails were carried at this time (1750) by foot-carriers. Previous to the relay system "a person set out with the mail from Edinburgh for Aberdeen. He did not travel a stage and then deliver the mail to another post-boy, but went on to Dundee, where he rested the first night; to Montrose, where he stayed the second; and, on the third, he arrived at Aberdeen; and as he passed by Kinghorn, it behove the tide, and sometimes also the weather, to render the time of his arrival more late and uncertain." In this wise a tri-weekly mail was conveyed North.

The channels of streams, even through a populous district, often proved the best roads in Scotland. From Edinburgh to Selkirk the carrier occupied a fortnight to and fro, although the distance was but 38 miles. When the Gala was not in flood he chose the river tract as being more level and easier to travel on than the road which ran parallel with it for some distance.¹

About the year 1818 Mr. Macadam's system of road-making attracted attention. The Post Office, by the improvements carried out by Mr. Macadam, was enabled to increase the speed on the new roads to ten miles an hour.

The stages betwixt London and Edinburgh through which the mails passed both by the east and west roads in 1757 were as follow :—

(From the *Edinburgh Almanack*.)

"East Road.		Miles.	West Road.		Miles.
Haddington, . . .	.	16	Lintoun, . . .	.	12
Dunbar, . . .	.	27	Beild, . . .	.	24
Old-Cambus, . . .	.	37	Moffat, . . .	.	36
Berwick, . . .	.	53	Lockerbie, . . .	.	47

¹ For some of the above facts the author is indebted to an interesting article on Scottish Postal History by Mr. T. Bamford Lang, late Comptroller, General Post Office, Edinburgh.

East Road.	Miles.	West Road.	Miles.
Belford,	68	Alison-Bank,	57
Alnwick,	82	Carlisle,	66
Morpeth,	101	Penrith,	80
Newcastle,	115	Kendal,	98
Durham,	130	Burton,	107
Darlington,	148	Lancaster,	116
Northallerton,	163	Garstang,	126
Borrowbridge,	182	Preston,	136
York,	199	Wiggan,	150
Tadcaster,	208	Newton,	157
Ferrybridge,	221	Lastock,	169
Doncaster,	236	Brereton-Green,	174
Bawtry,	244	Newcastle-under-Line,	184
Tuxford,	260	Stone,	191
Newark,	273	Litchfield,	207
Grantham,	287	Coleshill,	219
Colesforth,	294	Coventry,	227
Stamford,	307	Dunchurch,	235
Stilton,	321	Daventry,	241
Bugden,	335	Towcester,	251
Bigilswaid,	351	Fenny-Stratford,	263
Stephenage,	365	Dunstable,	272
Hatfield,	377	St. Albans,	282
Barnet,	386	Barnet,	292
London,	397	London,	302

“The whole of the east road is measured, and mile-stones erected, but the west road is all computed miles.

“The price of posting is threepence a mile for a single horse, and ninepence a mile for a chaise; but when one takes a single horse he is obliged to take a post-boy with another horse at the same price.

“York is for ordinary made a stage, though it lies about 8 miles off the road; so

that by the east road the distance 'twixt Edinburgh and London is about 389 miles."

The mails in 1757 occupied 131 hours in travelling from Edinburgh to London, but from London to Edinburgh the time occupied was only 87 hours. The time was, however, reduced shortly afterwards from Edinburgh to London to 85 hours, through the intervention of a committee of the Royal Burghs.

The first modern stage-coach arrived in Edinburgh from London on 10th April 1776, occupying sixty hours on the journey.

The first direct mail-coach which arrived in Glasgow from London was on the 7th July 1788. The letters between those cities previous to that time had passed through Edinburgh, and were there detained twelve hours before being despatched by the mail to Glasgow at night.

The first Scotch 'Penny Post' was established in Edinburgh by Peter Williamson, a native of Aberdeen, in 1776. He was the purveyor of coffee and other refreshments in the hall of the Parliament House, and was

employed by those attending the Court to forward letters in the city. He was induced by the increase of this business to establish a regular Penny Post for delivery of letters in all parts of Edinburgh. He had agents to collect the letters throughout the city, and had hourly deliveries. The four men who delivered also collected the letters. To intimate their approach they rang a bell when proceeding on their rounds. The men wore uniform. The General Post Office, however, became jealous of the importance and success of the undertaking, which had also been attempted by others, and gave Peter Williamson a pension for the goodwill of the business. Thereafter the business was merged into the General Post.

The Edinburgh Post Office in 1713 was in the first story of a house in the High Street opposite the Tolbooth. Later it occupied a flat near to the 'Cross' in the Old Post Office Close—now the High Street entrance to the offices of the *Scotsman* newspaper. From this place the Post Office was removed to the south side of Parliament Square, where the letters were dealt with across an

ordinary counter. All the letters for local delivery were managed by one letter-carrier. From here the Office was removed to Lord Covington's house, later to a house on the North Bridge; to Waterloo Place in 1821; and finally, in 1866, to Shakespeare Square, where it now is—opposite the Register House.

During the time of the 'Penny Post' the deliveries for Edinburgh commenced at 8 A.M. and 1 P.M. in summer, and 9 A.M. and 6 P.M. in the winter-time. From Leith at 8 A.M., 1, 3, and 7 P.M. daily. To Collington, Pennycuik, Cramond, Liberton, Burrowmuirhead, Ford, Currie, Hermiston, and Ratho, 8 in morning. The mail left at 8 A.M. and 3.15 P.M. for Dalkeith, Portobello, Prestonpans, and Lasswade. To Corstorphin and Kirkliston at 8 morning and evening daily. Receiving-houses were established in Castle Street, S. Hanover Street, Duke Street, Howe Street, Chapel Street, and Pilrig Street.

About the year 1784 the Edinburgh and London diligence started from Dumbreck's House of Canongate, Edinburgh, at six in the morning every lawful day. Another set out

from Joseph Robertson's in the Pleasance. The time occupied, as advertised, was four days and a half in winter, and four days in summer. The tickets were £5, 5s. each for the journey—about the price of a first-class return journey (£5, 9s. 6d.) by railway nowadays.

The mails from Edinburgh to Shetland, at this time, were despatched on the first Wednesdays of February, April, June, August, October, and December. The postage was then sixpence.

The frequent attacks on the mails between Edinburgh and London induced the Parliaments to take stringent measures of suppression. The Acts passed made such robbery punishable with death. On the early mail-coaches those in charge carried blunderbusses or other weapons of defence. Excepting occasional nocturnal attacks, and at the time of the Scottish Rebellions, when the agents of the Government exercised a careful *surveillance* over the posts as a measure necessary for State security, the Scottish

Post Office, it would appear, was carried on with comparative freedom and considerable integrity.

At a later period robberies in England were not infrequent. Among many the Leeds mail-coach between Kettering and Higham Ferrers in 1812 was robbed of the mail-bags. £200 was offered as a reward. The mail from London to Ipswich was also robbed, and £1000 was offered as a reward.

The postage to Aberdeen from Edinburgh was in 1777 3d. ; to Glasgow 2d. ; to Greenock 2d. ; to Linlithgow 1d. From Glasgow there was but one delivery a day in Edinburgh; but on Mondays there was an extraordinary Express Post which left at ten in the forenoon travelling *viâ* Whitburn, and arriving in Edinburgh at six o'clock in the evening.

Letters for foreign parts were despatched from Edinburgh to London on any of the post nights; but, according to an old record, "Monday and Friday are the proper posts to hit the departures from London."

The charge for a letter to Holland, France,

or Flanders, or to Geneva through France, was 6d., and if posted in the country, the postage to the capital, as in England, had to be paid in addition. A letter cost to any part of Italy, Sicily, Turkey, Switzerland, and Alsace, 1s. 9d.; to Denmark, Sweden, Germany, Russia or Italy through Flanders, 1s. 6d.; and to Gibraltar 2s. At the General Post Office, Edinburgh, there was always in these times (1777) an official waiting in readiness to despatch 'expresses' to any part of Britain at any hour of day or night.

In 1812 the London mail was despatched every day from Edinburgh, excepting Thursday, at a quarter past three o'clock P.M. The postage was then 1s. for each letter. Letters for the Continent had to be paid in advance. To Spain the postage was 2s.; Portugal 2s. 7d.; Malta 3s. 3d.; Gibraltar 2s. 11d.; East Indies 1s.; Brazil and South America 3s. 7d.; Cape of Good Hope 1s. 8½d., and to places where there were no regular packets. In 1830 these rates were practically the same.

Anthony Trollope, when Surveyor in Ireland, reported on the Post Office there from

the very early times as follows:—" Posts from England to Ireland were first established by Charles I., which, we are told, were much improved by Cromwell. It was ordered in 1654 that packets should ply weekly between Dublin and Chester, and between Milford and Waterford. These latter, as well as the Dublin packets, did ply at first, but they were soon withdrawn, and were not re-established for 150 years. The postage from London to Dublin was then 6d. Cromwell's regulations with regard to the Irish Post Office were confirmed at the Restoration. In 1662 the line of the packets between Portpatrick and Donaghadee was established, and direct communication between Scotland and the North of Ireland has been maintained, without intermission, since that date. The service, however, has not always been done in a very complete manner. For some years previous to 1780 the mails were carried in an open boat, and £1, 1s. was paid for each trip. For the next century after this the annals of the Irish Post Office are very poor. It may,

indeed, be doubted whether it had any annals. Could we absolutely learn and describe the very mode in which letters were conveyed on any route,—could we portray the sorry beast of burden which carried the bag, the ragged boy who had it in charge, the mountain track which he perambulated, and the slow pace at which he proceeded,—no doubt a striking picture might be presented ; but, unless we have recourse to imagination, little interest can be found in the bald postal details of the times of Charles II., William, Anne, George I., and George II. From Watson's *Almanac* of 1756 we learn that the English packets were due in Dublin on Sundays, Tuesdays, and Thursdays, and that the provincial mails were despatched, some thrice and some twice a week. But even in the early days of George III. the Irish Post Office can hardly be said to have flourished. Indeed, its state was manifestly so poor, as to make the difference between those days and these the more absolutely wonderful. But, though poor in product, it was rich enough to afford ample means

for the then valued system of Civil Service jobbing, which the stern morals of the present age so rigorously forbid. In 1847 mail-coaches were introduced into England, and in the same year the Irish Office, as a department *per se*, was established. There were two Postmasters-General, with a joint salary of £3000. Mr. Lees was re-appointed as secretary, and Mr. Armit became accountant. At this date the whole expense of the Office, including salaries of provincial postmasters and the conveyance of the mails, was £15,000; out of this £5500 only was allotted to the provinces, and this sum included the conveyance of the mails through the whole of Ireland, as well as the salaries of the postmasters. The service then (1784) represented by £5500, now (1856) costs upwards of £134,000, or more than twenty-four times as much, and is divided as follows :—

"Conveyance of mails by railways, .	£65,505
Do. by coaches and cars, .	27,168
Do. by foot-messengers, . . .	10,334
Salaries and wages paid in provincial offices,	31,122
	<hr/>
	<u>£134,129</u>

“Nothing can give a clearer idea of the state of the country at that time (1784), as compared with its existing condition, than a review of the postal accommodation then afforded to the provinces. All mails were conveyed, or supposed to be conveyed, by the postmasters, to whom was allowed a certain sum for the service. There were no contracts, and, as far as I can learn, no fixed rules as to time. Three miles and a half an hour seems to have been the pace acknowledged to have been sufficient. The bags were usually conveyed by boys. In the immediate neighbourhood of the Metropolis some sort of cart was used, but, with this exception, the bags were carried either on ponies or mules, or on foot.

“In 1788 it was represented to the Lord Lieutenant that robberies were committed on the first stages out of Dublin, the mails being conveyed in open carts driven by boys from twelve to fifteen years of age ; and that the mails were thus ‘an easy prey to the gangs of villains who infest every road leading into Dublin.’ Therefore they propose

that covered carts shall be built, and 'stout resolute men' employed to drive the carts. The question of the covered carts and the stout resolute men was, however, superseded by the mail-coach system, which was then on the eve of adoption. . . .

"In 1790 the mail-coach system was introduced into Ireland. It was at first confined to the Cork and Belfast roads, and the two contracts were limited to seven. . . .

"The mail-coach system gradually spread itself over the main lines of the Irish roads; and it appears that it did so quite as quickly as the roads were ready to receive the coaches. But up to a late date (1829) the practice prevailed of allowing to the postmaster a sum for carrying the branch mails through the country; a duty which was done in a very slow and slovenly way. The postmasters were not themselves horse-owners, and consequently they let out the service to any one who would do it at the cheapest possible rate, without much regard to the manner in which it was performed. The surveyors, it appears, had no control over

the cross mails, and there was no other check than such as might exist at the head office.

“In 1829, and for many years previously, the payment for this work was 5d. the double Irish mile. The average is still much the same, being 2d. the single English mile, which is within a small fraction equal to 5d. the double Irish mile. But though the article is no cheaper it is much better. The old system of getting the cross mails carried by any animal that the conscience of the local postmaster thought good enough for such a service does not, however, appear to have been interfered with by the authorities, but to have been gradually amended by the commercial enterprise of a foreigner.

“In 1815 Mr. Bianconi first carried His Majesty's mails in Ireland; but he did so for many years without any contract. He commenced in the county Tipperary, between Clonmel and Cahir; and he then made his own bargain with the postmaster, as he did for many subsequent years. The postmaster usually retained one moiety of the

sum allowed as his own perquisite, and Mr. Bianconi performed the work for the remainder. What Mr. Bianconi received was thus very small; and he could not, and would not, therefore, run at any hours inconvenient to his passenger traffic, or faster than was convenient to him.

“From 1830, when the English and Irish Offices were amalgamated under the Duke of Richmond, the public, as Mr. Bianconi says, got something like fair-play; and he and others were allowed to carry the mails by direct contract with the Post Office.

“From that time till 1848 Mr. Bianconi continued to increase his establishment; and in the latter year he had 1400 horses, and daily covered 3800 miles. The opening of railways has, however, so greatly interfered with this traffic, as to expel his cars from all the main lines. But Mr. Bianconi has met the changes of the times in a resolute spirit. He has always been ready at a moment's notice to move his horses, cars, and men to any district, however, where any chance of business might show itself; and

now, in the winter of 1856-57, when nearly the whole of that district in which he was working ten years since has been occupied by railways, he still daily covers 2250 miles, and is the owner of about 1000 horses, working in the four provinces from the town of Wexford, in the south-east, to the mountains of Donegal, in the north-west.

“Mr. Bianconi has done the State good service. By birth he is, as is well known, an Italian, but he is now naturalised, and England, as well as Ireland, should be ready to acknowledge his merits. It may, perhaps, be said that no living man has worked more than he has for the benefit of the sister kingdom.

“While on the subject of the conveyance of mails, it may be well to point out that it was reported, in 1829, by the Commissioners, who had then for many years been inquiring into the Irish Post Office, that the eight mail-coaches then working, and which covered 1450 miles, cost upwards of £30,000 ; whereas the same conveyance over the same distance in England would, according to the

evidence of Mr. C. Johnson, the English superintendent of mail-coaches, have cost only £7500, or about one-quarter. This was the more singular, as forage and labour were much cheaper in Ireland than in England; but it was accounted for by the fact that the whole business was in the hands of a very few persons, and that the local inn-keepers could not, as in England, be induced to embark in the trade. To that cause may probably be added this other, that, at the period in question, jobbing was not yet extinct in Ireland. The excess has, however, entirely disappeared; indeed, the work in Ireland is now the cheapest—the cost in England being $2\frac{1}{4}$ d. a mile, in Scotland $2\frac{1}{2}$ d., and in Ireland only 2d.

“In no part of the United Kingdom has more been done for the welfare of the people by the use of railways for carrying mails, and by the Penny Postage system, than in Ireland. What was the state of the service in 1784 has been shown. There were then posts six days a week on only four lines of road, letters to all other places being con-

veyed only twice or thrice a week. Now there are daily posts to almost every village; and I know of but one important town that has not *two* daily mails both with London and Dublin."

FRANKS.

During the reign of Charles II. franking privileges were extended for the first time to members of both Houses of Parliament. The abuse to which the privilege was subjected by members presenting franked covers, or envelopes, to their friends brought about a reform in 1764, whereby a member was obliged to write the whole address himself; and, later, he had also to add the date, as a further means against abuse. From the year 1795 until repealed in 1839 by the Act 2 and 3 Vict. cap. 52, sec. 3, no member of Parliament could send on one day more than ten, or receive more than fifteen, letters free. The frank passed a letter of one ounce, but if that weight was exceeded the letter was chargeable with postage. The official privi-

lege of franking Departmental letters has, of course, not been generally disturbed.

In 1838 Mr. Whiting, a well-known printer of the Strand, proposed the use of stamp-bands for the payment of papers and printed matter. He also advocated in 1830 a frank called 'go frees.' Other reformers, in the persons of Mr. Wallace, member for Greenock, Mr. Joseph Hume, M.P., Mr. Warburton, M.P., and Mr. Charles Knight, the publisher of the *Penny Magazine*, were all to the fore with reforms of the Post Office system, while Mr. James Chalmers, printer, Dundee, greatly aided in the acceleration of the mail from Aberdeen and Dundee to London, by which a saving of two days was effected on the double journey. He was the printer and publisher of the *Dundee Chronicle*.

The inland British rates in 1837, fixed by 7 William IV. and 1 Vict. cap. 34, were, "for every single letter to a place at any distance from the post office where the letter shall be put in—

“Not exceeding 15 miles,				4d.
Exceeding	15	„	and not above 20 miles, .	5d.
„	20	„	30 „ .	6d.
„	30	„	50 „ .	7d.
„	50	„	80 „ .	8d.
„	80	„	120 „ .	9d.
„	120	„	170 „ .	10d.
„	170	„	230 „ .	11d.
„	230	„	300 „ .	1s. 0d.
And for every 100 miles above 300,				1d.
And for every fractional part of a distance of 100 miles above 300,				1d.
And for every letter conveyed by the post in any part of Scotland by a mail carriage, now or hereafter established, with more than two wheels, an additional rate of				0½d.”

A ‘single’ letter under these rates cost 1s. 1½d. from Edinburgh or Glasgow to London. From London to Liverpool, 11d., and to Cork, 1s. 5d. If the single sheet of paper contained any enclosure the postage was doubled; the postage was trebled when there were two enclosures, and if the letter weighed an ounce, with or without enclosures, a postage of 4s. 4½d. would have been chargeable from London to Edinburgh, or four times the cost of a ‘single’ letter.

CHAPTER II.

ROWLAND HILL.

“ He gave us penny postage.”

ROWLAND HILL was born at Kidderminster on 3d December 1795. He was the third son of Mr. Thomas Wright Hill, who opened a school at Birmingham about the year 1803, mainly owing to the fact of his business having been ruined by the war with France. Rowland Hill at an early age assisted his father in his scholastic pursuits, but his school curriculum was of comparatively short duration. From the age of fourteen he entirely supported himself, and he, with much assistance from his eldest brother, Matthew Davenport Hill, made reforms in his father's school, where, at the age of twelve, he became a recognised teacher. In 1827 Rowland Hill married the daughter of Mr. Joseph Pearson of Wolverhampton, and established another

school at Bruce Castle, near London, of which he was the head-master. Some years after this his health became affected, and to his younger brother, Arthur, he gave the school in charge. After recruiting his health he became secretary to the South Australian Colonisation Commission about the year 1834.

In the year 1835 the Revenue of the United Kingdom showed a handsome surplus, and public attention was directed to the matter of remission of taxation. To Rowland Hill it appeared that no tax was more oppressive than the then high rates of postage on all kinds of correspondence. Letters sent from one post-town to another had to pay a minimum charge of fourpence for a distance under fifteen miles, increasing at the rate of one penny to the maximum of about one shilling and sixpence, and even then the letter might only consist of a single sheet of paper.

Rowland Hill applied himself steadily to overcome the obstacles which beset him in the path of postal reform. He first published in January 1837 his now famous pamphlet,

Post Office Reform: its Importance and Practicability, for private circulation. He soon found that the expense of the Post Office for collection and delivery was common to all letters, whether from the country or merely local, the cost of conveyance being practically the only variable; but, by a careful and most searching analysis he discovered the hitherto unknown fact that this cost *per letter* was almost infinitesimal, amounting to only one-ninth part of a farthing per letter even for so long a distance as from London to Edinburgh. Rowland Hill argued, then, that if two letters be posted in London, one for local delivery and the other for delivery in Edinburgh, the Edinburgh letter ought to be charged only the ninth part of a farthing more than the local letter for conveyance. In fact, the postage on the two letters he showed should be the same. It thus became practicable, in the face of the injustice of making a distinction of postage charges dependent upon distance, to adopt a uniform rate of postage, and even to adopt as the unit of

charge for all inland letters the lowest rate for letter postage then in force, viz. that of the local 'Penny Posts.'

On the 13th February 1837 Rowland Hill gave his evidence before the Commissioners of Post Office Inquiry. His postal scheme was fully explained to the Commissioners. He revived Mr. Charles Knight the publisher's suggestion that the postage should be prepaid by stamped covers. He foresaw a difficulty, however, which might be met with. A messenger, who might be sent by a person to the Post Office to buy a cover to enclose the letter, might be unable to write the address. But he at once overcame the difficulty—probably labels for patent medicines which were then in use may have flashed across his mind. Without hesitation he suggested in his evidence the use of adhesive postage stamps, "by using a bit of paper just large enough to bear the stamp, and covered at the back with a glutinous wash, which the bringer might, by applying a little moisture, affix to the back of the letter, so as to avoid the

necessity of re-directing it.”¹ This is clearly a fair, if it is not a graphic, description of an adhesive postage stamp. In July of the same year Rowland Hill’s scheme was favourably reported on by the Commissioners, but the Post Office received it with disfavour. The Postmaster-General, Lord Lichfield, denounced it in the House of Lords. He declared that “of all the wild and visionary schemes he had ever heard or read of, this was the most extraordinary.” The Secretary to the Post Office did not believe that people would write any more letters, even if they were carried for nothing.

A Parliamentary Committee sat in 1838 and inquired into Rowland Hill’s proposed postal reform. Mr. Robert Wallace, Member for Greenock, was the chairman. The Committee in their report agreed in the principle of uniformity in the rates of postage, but recommended 2d. instead of 1d. as the unit,

¹ See ninth *Report of Commissioners of Post Office Inquiry*, pp. 32, 33; also *The Post Office of Fifty Years Ago*, p. 18; and reprint of Sir Rowland Hill’s pamphlet, p. 45, published by Cassell and Co., price 1s.

as the Government had so framed the reference to the Parliamentary Committee as to require them to report, not what rate they considered most desirable, but what rate they thought could be adopted without loss to the Revenue. The then Government was, however, unwilling to confirm the Committee's Report. The public urged for the penny postage, and the pressure from without was too great to resist. The Mercantile Committee, being then at work in support of the plan, were enabled, within a short period, to present some 2000 petitions to Parliament, the signatures including those of a large number of public bodies in the kingdom. In May 1839 Lord Melbourne's Government gave effect to the proposed scheme; doing this, it has been stated, partly as a bribe to the Radicals to keep the Government in power.

On 14th September 1839 Rowland Hill was appointed temporarily to advise the Treasury as to the best means of launching his reform of Penny Postage. In 1841 there was a change of Government, and Rowland Hill left

the Treasury in September of the following year. The Government of Sir Robert Peel, while acknowledging the great and good work done by Rowland Hill, politely bowed him out of office on the alleged ground that his services were not further required. This proceeding was not looked upon with favour, and the public, in sympathy, and in recognition of benefits it had derived from the plan of cheap postage propounded by Rowland Hill, set on foot a substantial means of recognition. A sum of no less than £13,360 was subscribed and presented to him on the 17th June 1846.

Soon after, on the formation of a new Government, he was appointed Secretary to the Postmaster-General (6th December 1846), but unfortunately, after accepting office, he was embarrassed by the Government retaining his principal opponent among the old officials, one who had predicted that the plan would fail, and who appeared not altogether unwilling to assist in the fulfilment of his own prediction. Matters did not mend, and it was only through Rowland

Hill threatening to resign and expressing his intention to make matters public, and to explain why comparatively so little had been accomplished, that a crisis occurred, and on 24th April 1854 he was appointed Secretary to the Post Office. From this time many improvements were introduced into the Post Office, old opponents becoming converted to Rowland Hill's way of thinking, and in 1860 he was created a K.C.B., civil division, in acknowledgment of his services at the Post Office.

While Hill served under Lord Canning, Lord Elgin, the Duke of Argyll, as Postmasters-General, and many others, there was perfect accord, and the work was carried on heartily, each and all having the public welfare as their first interest in view, and wholly ignoring political interests. During the last four years of Rowland Hill's official life it would appear he was again hampered by the then Postmaster-General, and early in 1864 his health broke down under the strain, and he was obliged to resign his appointment. His resignation was accepted, and on

11th March the Treasury minute on the subject of his resignation, couched in the most laudatory terms, and declaring the entire success of his plans, awarded him his full salary of £2000 a year for life. The Society of Arts presented him with the first Albert gold medal by the hands of the Prince of Wales. From Oxford the honorary degree of D.C.L. was conferred on him. He further received a Parliamentary Grant of £20,000, and nearly every town of importance in the United Kingdom showered votes of thanks on the head of Sir Rowland Hill, while London, Kidderminster, and Birmingham raised statues in his honour.

On 27th August 1879 Sir Rowland Hill passed away peacefully in the eighty-fifth year of his age, receiving the high honour of being laid in Westminster Abbey. There he lies by the side of James Watt.

CHAPTER III.

THE NEW STYLE.

WITH the year 1840 a new epoch in the history of the Post Office began. The old *régime* was totally overturned. Post-horse, carriers, stage and mail coaches, each having been gradually superseded from time to time, and having done good work in their day and generation, made way for the advancement of man's ingenuity by the invention of the 'iron horse.' Stephenson's pioneer 'Locomotion' gradually developed into mightier things, and in the years 1825-35 some of the first railways were worked by steam as the motive power. In 1830 the Liverpool and Manchester Railway was opened, and Stephenson's 'Rocket' was the engine in use on that line when the mail was conveyed by railway for the first time.

The Act 2 and 3 Vict. cap. 52, for the

further regulation of the duties on postage until the 5th day of October 1840, received the Royal Assent on 17th August 1839. Among other matters this Act affected the then comparatively high rate of postage on inland letters, and reduced it to a uniform rate of a penny on every letter of a given weight. It regulated also the franking privileges and Twopenny Posts in London and Dublin, and provision was made for providing stamps. By the Act 3 and 4 Vict. cap. 96 the Act of the previous session was re-enacted and extended. Inland letters, not exceeding half an ounce in weight, transmitted by the post between places within the United Kingdom, were in future to be charged and paid a uniform rate of one penny, without reference to distance or the number of enclosures. Previously, as already pointed out, an enclosure involved double postage. The absurdity of that plan may be demonstrated thus :—A letter, say of 6 inches by 4, could pass at one-half of the cost of a sheet of paper of 3 inches by 2, if the latter contained a small scrap of paper. The enclosures were dis-

covered in the 'dark rooms' of the Post Office, by the letters being held up before a powerful artificial light. Section xix. enacts, "That the Commissioners of Stamps and Taxes shall, from time to time, provide proper and sufficient dies or other implements for expressing and denoting rates or duties of one penny and twopence on rates or duties of any other value or amount, as may be directed by the Commissioners of Her Majesty's Treasury, for the purposes herein mentioned; and it shall be lawful for the said Commissioners of Stamps and Taxes to use for the like purposes any dies, plates, or other implements which have been provided, made or used under, or in pursuance of, the said recited Act of the last session of Parliament; and all stamps and impressions which have been or shall be made or impressed by or from any such last-mentioned dies, plates, or other implements, shall be valid and available for the purposes of this Act."

Licences were granted all over the country for the sale of stamps to the public; and where a letter was not prepaid, or posted

without a stamp, the statute required the receiver to be charged on such letter or postage double the amount to which such letter would otherwise be liable under the Act. This enactment, no doubt, largely assisted in dissipating the then ordinary practice of not prepaying correspondence. On letters exceeding half an ounce in weight there was enacted a graduated scale. But no letters could be transmitted over sixteen ounces in weight, excepting petitions to Parliament, etc. If letters were insufficiently paid they were subject to double postage, the difference being between the value of the stamp or stamps affixed, and the postage to which such letters would be liable if fully prepaid.

In 1840 newspapers could be transmitted by post from one town to another within the United Kingdom free of charge, but by the post of a post-town addressed to a person within its district one penny was charged. At that time there was a 1d. newspaper tax which practically did duty for postage.

58 *The Queen's Speech and Penny Postage*

On Tuesday 27th August 1839, on the prorogation of Parliament by the Queen in person, Her Majesty, in the address to the Commons, referred to the 'Penny Postage Act' in the following terms:—"It has been with satisfaction that I have given my consent to a reduction of the Postage Duties. I trust that the Act which has passed on this subject will be a relief and encouragement to trade, and that, by facilitating intercourse and correspondence, it will be productive of much social advantage and improvement. I have given directions that the preliminary steps should be taken to give effect to the intention of Parliament as soon as the inquiries and arrangements required for this purpose shall have been completed."

The 10th January 1840 was a day of expectancy. Fifty years later it was held as a red-letter day officially. The scene in 1840 at St. Martin's-le-Grand (when there was a rush to assist in the introduction of the new system) is graphically described by *The Westminster Review*:—"A night

or two after the change to a penny we ourselves witnessed the scene at St. Martin's-le-Grand. The Great Hall was nearly filled with spectators marshalled in a line by the police to watch the crowds pressing, scuffling, and fighting to get first to the window. The superintending president of the Inland Office, with praiseworthy zeal, was in all quarters directing the energy of his officers where the pressure was greatest. Formerly one window sufficed to receive letters—on this evening six windows with two receivers at each were bombarded by applicants. As the last quarter of an hour approached, and the crowd still thickened, a seventh window was opened, and, that none might be turned away, Mr. Bokenham made another opening and took in money and letters himself. To the credit of the Post Office, not a single person lost the time; and we learn that on this evening upwards of 3000 letters had been posted at St. Martin's-le-Grand between five and six. A witness present on the first night of the Penny Post described to us a similar scene.

When the window closed, the mob, delighted at the energy displayed by the officers, gave one cheer for the Post Office and another for Rowland Hill."

The gradual growth of the railway system soon led Parliament to consider the expediency of making terms with the company of proprietors of railways to provide for the conveyance of the mails. Early in 1838 a bill was passed. The Act 1 and 2 Vict. cap. 98 gave power to the Postmaster-General to require railway companies to convey the mails either in special carriages or in mail-coaches to be carried by the railway. The Royal Arms were to be emblazoned in lieu of name of railway company, or owner, or number, on the carriages provided for the service of the Post Office. In the best days of the old mail-coach, letters which occupied at least a couple of days in transmission now arrive in a single night. From London to Edinburgh the mails are conveyed within nine hours; formerly they occupied a space of fifty hours. Indeed it is now possible for a London letter to be answered by a

correspondent in Edinburgh on the same day as that on which it is written.

From Carlisle to Edinburgh a train is driven at a speed of 50 miles an hour. But this does not represent the utmost speed which is attained on the railway. On the Great Northern line—from Grantham to Doncaster—the locomotive is driven at an average velocity of over 54 miles an hour, the time occupied in traversing the $50\frac{1}{2}$ miles being 56 minutes.

By the extension of travelling Post Offices the facilities afforded the commercial world cannot be over-estimated. The letters being assorted in the Royal Mail carriages while the train is in motion, during the journey, obviates a material amount of work, which had previously to be done on the arrival of the mails. On the Clyde the Royal Mail Steamer *Columba* has a Post Office replete with all accessories. The sorting duty was commenced on 1st July 1879. As many as 17,000 letters, and over 200 telegrams, have been reported as passing through this floating Post Office in a single week. In

officialdom the steamer is called the Ardrish-aig packet.

As showing the further development of the postal service, the two following examples may be cited :—

The mails to the United States, which formerly occupied several weeks by sailing vessels or gun-brigs, are now delivered within a week or ten days by the swift steamers of to-day.

The German Government has established military pigeon posts in the empire's fortress towns. By this means communications with such towns as Cologne, Metz, and Strasburg can be kept up.

It is unnecessary here to dilate on the extraordinary benefits which have accrued from the pigeon-post service of the evening newspapers. The enterprise has reached the acme of success, and in some respects it beats the record of the telegraph; for reports of regattas, football and cricket matches, naval and military manœuvres, etc., etc., are each despatched direct to the newspaper offices from the field of action, where the telegraph has no domicile.

CHAPTER IV.

THE PENNY ADHESIVE STAMP, ETC.

AFTER the Treasury was unable to fix upon any particular design for the proposed Penny Adhesive Postage-Stamp, Mr. (afterwards Sir) Henry Cole applied on behalf of the Department to Messrs. Bacon and Petch, engravers and printers, London. This firm had not hitherto sent in any proposals to the Treasury, through some overlook. Subsequently the firm submitted proposals and specimens of their designs which ultimately were accepted. The great difficulty they had to contend with was the reproduction of perfect impressions of the original, and the production of an almost unlimited quantity of stamps. But the firm was equal to the demand. A process was known and in use by them, whereby any number of plates identical in every respect with the original

engraved steel plate could be produced, and perfect impressions obtained therefrom.¹

Messrs. Bacon and Petch's contract with the Government was duly implemented, and subsequent to April 1840 they delivered to the Inland Revenue Department the stamps already gummed within the year of contract. The Government supplied the paper, and

¹ According to Messrs. Philbrick and Westoby's interesting work (page 53) on *The Postage and Telegraph Stamps of Great Britain*, published by Sampson Low, Marston, Searle and Rivington, London, "the original die was the handiwork of the engraver, who engraved the proposed design in *intaglio* on a flat plate or block of softened steel, which, when completed, was carefully hardened, and constituted what was technically termed the 'matrix,' or mother die. By means of powerful pressure, applied by a compound lever, impressions of this matrix were taken on a 'roller' of softened steel, which evidently were cameo impressions of the original die. This roller, after having been hardened, was employed to transfer an impression from its face on to a plate of softened steel, and, by repeated operations, produced as many rows of impressions as were required to compose the sheet of stamps, each of which impressions was an exact *facsimile* of the original die. The bur caused by the action of the roller was then removed; the letters in the angles were inserted with steel punches, the legends on the margins of the plate were added, and the plate number, as also the official number of the plate, were filled in. After being hardened, the plate was fit for use; but in order to insure accuracy in all details, plate-proof impressions were taken off in black ink on ordinary paper before any stamps were actually printed from it. These having been duly verified were destroyed by the inspecting officer, always present on behalf of the Inland Revenue Department."

the price paid was sevenpence halfpenny per thousand copies. We here show a facsimile of the original sketch for the postage-stamp.

The head of Queen Victoria on the penny embossed stamp was copied from Wyon's medal, which was struck in commemoration of the Queen's visit to the city of London in November 1837. The portrait on the adhesive stamp was engraved by Mr. Charles Heath. Messrs. Bacon and Petch engraved by machinery the reticulated background and the ornamental work of the sides. It appears that Mr. Heath was six weeks in engraving the head on the die.

The black penny stamp had ornaments in the upper angles and a letter in each lower angle. A similar stamp was prepared for official use, but, instead of the ornaments in the upper corners, the left-hand corner contained the letter V, and the right-hand corner the letter R, in Roman capitals. This stamp, ordinarily known as the V.R., was intended to frank Governmental correspon-

dence, but never put in circulation, although some sheets of the stamps were printed. They are looked upon as essays. The first penny stamp has always been considered a masterpiece of line engraving, as also the twopenny issued in May 1840.

On the margin of the sheets was printed the legend—"Price 1d. per label ; 1s. per row of 12, £1 per sheet. Place the label above the address and towards the right-hand side of the letter. In wetting the back be careful not to remove the cement." The sheets consisted of 240 stamps. There were 20 rows with 12 stamps in each row ; therefore the sheet represented the value of £1 sterling. The first row in the sheet of the penny stamps was lettered AA. AB. AC. etc., to the twelfth letter of the alphabet ; the second row was lettered BA. BB. BC. BD. etc., up to the twelfth letter, the third row CA. CB. CC. etc., to the twelfth letter, the fourth DA. DB. DC. etc., to DL., and so on up to the twentieth letter of the alphabet, which exhausted the sheet. These letters rendered it practically impossible for

any one to forge and dispose of any large number of separate stamps produced from any single die, as the fact of all such stamps bearing the same letters at the corners would soon attract attention. Sheets of these stamps can be reconstructed by arranging the letters as indicated, the first letter representing the initial of the vertical row, and the second the place where the stamp should be placed in the horizontal line.

Within forty years of the introduction of the penny stamp over twenty thousand millions have been issued to the public. Of twopenny stamps three hundred and thirty-eight millions and a half during the same period. The current penny stamps are now made by the typographic process. All the printing plates are made from one principal die. The lines in the stamp appear in colour, so that they are in relief on the plate, whilst in the line engraving the lines are cut in *intaglio* on the plate. The penny red stamp imperforated was changed to that colour on the recommendation of Sir Rowland Hill. The colour

was destructible, so that the attempted removal of a post-mark was nigh to impossible without effacing the postage-stamp. It has been printed in at least half a dozen shades. It is to be found in red-brown, brick-red, orange-red, red, lake, and rose. There is an *imperfected* red penny with letters in the four angles, which is a great rarity. It is called 'the Cardiff penny.' It seems that after these stamps were gummed, some of the sheets had, by the merest accident, escaped perforation. They were sent with others to the Cardiff Post Office in 1873, where they were on sale a few days before being recalled. Very few were circulated altogether.

'The Mulready,' as it is called, was issued simultaneously with the penny black adhesive stamp on 6th May 1840. It was designed by William Mulready, Royal Academician. It was approved by the Lords of the Treasury from the very many designs submitted to them. The design was engraved by Mr. John Thompson, an eminent engraver in wood, and thereafter stereo plates were constructed. At the bottom of

the frame, in the corresponding portion of the block, a space could either be filled by the lettering, "Postage One Penny," in fancy capital type, or "Postage Twopence," in slanting left to right capitals. The plate therefore was used for printing both values.

The paper on which these stamps are printed is generally known as 'Dickinson.' Mr. John Dickinson manufactured a special paper at the Nash Mills for the Government, which included silk fibres woven in the pulp. Three red and two blue silk threads run parallel across the Mulready cover, the two 'silks' appearing under the design, but the fibres are to be found transposed. The engraver's and printer's proofs of 'the Mulready,' taken from the wood, are very scarce. The design has been widely caricatured, Leech being among the caricaturists.

The Mulready envelopes and covers (the whole design was the stamp) were sold above their facial values, and to this cause, and the design generally, may be ascribed what has

been termed their unpopularity. Ordinary penny black adhesive stamps, or labels, as they were officially designated, could be bought concurrently for one penny each; but one penny covers (black) were one penny farthing each. Penny envelopes were sold at the

stamp distributors' and at the stamp offices at £1, 1s. 9d. per 240. The twopenny envelopes (printed in blue) were sold at £1, 1s. 1d., and the covers at £1, 1s. 4d. per 120. The inland postage was one penny not exceeding half an ounce, and twopence for one ounce. For overweight the instructions

in 1840 were:—"For weights exceeding one ounce use the proper number of labels either above or in combination with the stamps of the covers or envelopes." The Post Office instructions were very clear in regard to the affixing of the stamps:—"Whatever kind of stamp may be used, it may invariably stand above the address and towards the right-hand side of the letter."

The Mulready *envelope* may be distinguished from the *cover* in so far that, while the design is similar, the shape of the paper before folding is totally different. The former is lozenge-shaped, the latter an oblong rectangle, and contains printed matter. The cover was very convenient, being a letter-sheet, envelope, and stamp combined.

So soon as the ordinary penny and two-penny embossed envelopes were introduced (1841) 'the Mulreadys' went out of use, and the stock was destroyed.

To illustrate the principal changes of colour which the penny adhesive postage-stamp has

undergone since its introduction in 1840, the following blocks are given; they will show at a glance not only the changes, but the year when a new penny stamp was introduced:—

RED-
BROWN
1841

BRICK-
RED
1854

LAKE-
RED
1864

VENETIAN
RED
1880

LILAC
1881

The ordinary red penny stamp of 1864, perforated 14, is classed into no less than 151 varieties. Each stamp bears on the side margin, on solid discs, a distinct plate number, which, when examined by a magnifying-glass, can be distinctly seen. The numbers do not run consecutively, nor do

they begin with one. The numbers are 71 to 74, 76, 78 to 125, 127, and 129 to 225. Some people may be inclined to hold that life is too short to pick out such numbers from a million postage-stamps, but it has been done over and over again. All the plates were numbered from 1 to 225; but it appears that the foregoing were the only plates from which stamps were printed and issued to the public.

It will be seen that the good old red penny stamp has, throughout its varied career, done duty for thirty-nine years, the 'parent-stamp' having survived but one year. The red penny was first issued imperforated; it was then experimentally rouletted, first roughly, then regularly by means of one of Archer's machines: specimens are scarce, and somewhat valuable. Later it was perforated with fifteen oval holes. In 1854 the penny stamps were regularly perforated for the first time at the gauge of 16. In 1855 the stamp was perforated 14 and 16. There was also a resuscitation of both stamps, the die being recut and the lines reappearing

clearer. In 1855-56 the watermark was changed from a small to a large crown. The next issue was in 1864, and here a change took place in the design. Instead of the upper angles having crosses pattée, letters were inserted. In this series the plate numbers began. There was no further change until the style of printing known as typographic process was used by Messrs. De la Rue and Co. in the production, in 1880, of the venetian-red penny adhesive stamp of a new design. Previously Messrs. Perkins, Bacon, and Petch, London, now Perkins, Bacon, and Co. (Limited), had the contract for supplying all the penny and twopenny labels. It is calculated that the penny stamps produced in the forty years, if placed in a line, would encircle the globe fifteen times over. The latest emission of the penny stamp is that of the combined "Postage and Inland Revenue one penny" in 1881. The colour chosen was that of the revenue stamp, viz. lilac. There are two varieties of type, the one issued in June has fourteen dots in each corner of the frame; the other, issued in

November, sixteen. The latter is the commoner. In all one dozen different penny stamps have been created by the varieties of perforations, shades of colour, etc., exclusive of the plate numbered and imperforated stamps.

In 1871 the inland rate of postage was changed from 1d. per $\frac{1}{2}$ oz. to 1d. per oz.

The first halfpenny postage-stamp was issued in 1870: the £5 stamp in 1882.

POST-CARDS.

A great advance in the Postal Service occurred in October 1870 by the introduction of Post-cards. The official notice was as follows :—

“POST-CARDS.”

“Pursuant to an Act passed in the last session of Parliament (33 and 34 Vict. c. 79), Post-cards have been prepared for correspondence by Post in the United Kingdom after the 30th of the present month, stamped with the postage duty of one halfpenny.

“These cards will be sold without any charge beyond the duty. A single card, or any number of cards, may be purchased ; but they will be sent out from this office in packets containing twenty-four cards, price 1s., and in parcels of twenty packets, price £1. They may be obtained at all Post Offices, and from licensed vendors of stamps.

“The cards will be also supplied when required in sheets containing forty-two cards, and measuring about $29\frac{5}{8}$ by $21\frac{1}{2}$. Although the cards may thus be obtained in sheets for the purpose of affording facility for printing upon them, each card must afterwards be separated from the sheet, as no combination of cards can pass through the Post Office.

“Such sheets will be issued only in half-reams, containing 240 sheets (10,080 cards), duty £21, and will be supplied to the public at the Inland Revenue Offices in London, Edinburgh, and Dublin, and at the offices of the distributors and subdistributors of

stamps in the country. A discount of 4s. per half-ream will be allowed to purchasers.

“When a supply of cards in sheets is required elsewhere than in London, Edinburgh, or Dublin, application in writing must be made to the warehouse-keeper at this office, or at the Inland Revenue Office in Edinburgh or Dublin, as the case may be. Such application must specify the quantity required, and the town or place having a stamp office to which it is desired that the consignment should be made.

“The applicants will have notice when they are to call at the stamp office and pay the duty.

“Post-cards cannot be used before the 1st October.

“Those made up in packets will not be sold before that date; but cards in sheets will be supplied by this office on and after 26th instant, to enable the public to print on them preparatory to their use next month.

“It is desirable that persons requiring

cards in sheets should make early applications for them.

“ By Order of the Board.

(Signed) T. Sargent, Secretary.

INLAND REVENUE, SOMERSET HOUSE,

9th September 1870.”

During the first year of issue the estimated number of cards which passed through the British offices was 76 millions. Last year, ended 31st March 1890, the number is given as about 217 millions, which at once shows with what favour the post-card is held by the public, who have, since 1872, been required to pay more than the originally-fixed price of a halfpenny each.

A new contract was entered into with Messrs. De la Rue and Co. from 1st January 1889 on terms very favourable to the Post Office. Under the new arrangement the public reap the benefit—ten stout cards are charged sixpence, instead of twelve cards costing eightpence as formerly. The thin cards are also reduced in price—ten for

fivepence halfpenny instead of twelve for sevenpence.

Why the Post Office should assume the position of stationers is difficult to understand, even now, after the experience of the last fifty years. But so it is. The price of a halfpenny post-card, and the non-privilege of franking an ordinary card by means of a halfpenny stamp, are among the vagaries of the first order, even if we admit the objections raised in 1871 of loss of trade to stationers by the post-card being sold at a halfpenny.

The penny foreign post-card was issued on 1st April 1879, when the "Universal Postal Union" came into operation, in terms of one of the provisions of the Treaty of Paris of 1878. These cards very rightly are no dearer to buy than their expressed facial value. On 1st July 1875, however, the first post-card for correspondence to the countries within the "General Postal Union" was issued. It was of the facial value of one penny farthing—half the rate of the letter postage ($2\frac{1}{2}$ d.). It became

.

obsolete by the introduction of the penny card already referred to.

The one penny newspaper-band, printed in brown on buff, with head to the left in an oval, was issued in 1878.

Fifty years ago one would hardly have dreamt of post-cards, far less that they and postage-stamps would be served to the public through the medium of automatic machines. But in the *Times* of October 20, 1890, we read:—

“The Works Committee of the Paddington Vestry recommend that the application of Messrs. Balfour and Co. to place automatic machines for the supply of postage-stamps and post-cards against pillar and wall letter-boxes, post-offices, etc., throughout the parish, be granted during the pleasure of the vestry.”

CHAPTER V.

THE CHALMERS CLAIM.

THE paper war, which has been going on for some years past owing to a claim made by Mr. Patrick Chalmers of the priority of the invention or proposed employment of adhesive postage-stamps by his father, Mr. James Chalmers, bookseller and printer, Dundee, who died 26th August 1853, amounts almost to a regret. Mr. Pearson Hill, valiantly, like Justice with sword and scales in hands, defends his father's rights.

It was shortly after 1879 (the year of Sir Rowland Hill's demise) that Mr. Patrick Chalmers first claimed for his father priority in the suggestion of adhesive stamps for the prepayment of letters. The following seem to be the admitted facts of the case. Mr. Rowland Hill, in his evidence before the

Post Office Inquiry Commission on 13th February 1837, suggested, amongst other things, the use of adhesive postage-stamps, this being the earliest record yet produced of such a proposal. Two and a half years later, on 1st October 1839, Mr. James Chalmers himself wrote to Mr. Rowland Hill:—

“I beg to congratulate you on the successful result of your labours, and on the appointment which you have received to superintend the execution of your admirable plan, convinced as I am that it cannot be in better hands, nor in those of one having a higher claim to it.” Therewith he enclosed a printed description of his suggestion addressed to the Lords of the Treasury, sent in the day before, and specimens of his adhesive “slips,” adding:—

“If slips are to be used, I flatter myself that I have a claim to priority in the suggestion, it being now nearly two years since I first made it public, and submitted it in a communication to Mr. Wallace, M.P.”
“Nearly two years” before October 1839

marks the time as the latter part of 1837, say November 1837—"nearly two years" obviously meaning less than two years; and this is again confirmed by Mr. James Chalmers himself (who in 1839 must have known more about the date of his own suggestion or production than his son or any one else could possibly do fifty years after), for in May 1840 he forwarded to Mr. Rowland Hill another printed document dated 8th February 1838. In it he says:—"Specimens of gummed or 'adhesive' pieces of paper were affixed to the original copies of this article, which was *first* published in November 1837." *First*, it appears, was put in italics by Mr. James Chalmers. Thus, while Mr. James Chalmers made his suggestion *public* in November 1837, Mr. Rowland Hill's was known on 13th February 1837, or nine months sooner,—time sufficient for the production of stamps by any person. Mr. Chalmers was, however, unaware of the evidence given by Mr. Hill before the Commission in 1837 as to the use of postage-stamps; and, on

it being pointed out to him, in 1840, he candidly withdrew his claim to priority and expressed his regret in a letter to Mr. Hill.

Why, it may be asked, did Mr. Chalmers withdraw his claim to the priority of the invention of the adhesive postage-stamp, if he held the opinion that he was its originator? Mr. Patrick Chalmers would make every one believe that he did hold that opinion.

But Mr. P. Chalmers now claims for his father that in 1834 he conceived the idea of using adhesive stamps and followed up the same by printing experimental stamps in the month of August of that year in his own printing-office. To support this statement, however, there is no sworn evidence, nor, so far as can be ascertained, a single contemporary document forthcoming to convince even the most credulous. True it is that three old persons formerly employed by Mr. James Chalmers, viz. Messrs. Whitelaw, Prain, and Maxwell, have recently written their recollections of fifty-six years ago in support of

his claim.¹ Messrs. Whitelaw and Prain's evidence, however, must be dismissed, as the facts mentioned by the first go to disprove the claim rather than to support it; while the second, who appears to have originated the 1834 date, now admits he may have been mistaken. The third witness, Mr. Maxwell, however, in his letter to Major Evans, says, *inter alia* :—"A native of Dundee, after leaving school in 1832 I went to work in Mr. Chalmers's printing-office, being then thirteen years of age; I remained there fully two years, leaving at the end of October 1834." In a second letter he remarks :—"I remained in Dundee until the *beginning* of 1845. After leaving Mr. Chalmers's employ I occasionally met him, when he would frankly inquire how I was getting on; but I knew nothing of his business, and I was very seldom, *if ever*, in his printing-office." He further says :—"I say most distinctly that the stamps to which I allude were printed in the office before I left it."

¹ See Major E. B. Evans's article on Chalmers-Hill question in April number of *The Stamp Advertiser* now *The Monthly Journal*, published by Stanley Gibbons (Limited), 8 Gower Street, London, W.C.

From this it will be observed that Mr. Maxwell, between the age of thirteen and fifteen, was in the employ of Mr. Chalmers, and that for about eleven years after leaving Mr. Chalmers's employment he was still living in Dundee, and thus had ample opportunity of knowing all about his 1837 essays. Few people at the age of seventy could fix by mere memory the *date* of an occurrence which happened so many years ago, especially when, as Mr. Maxwell admits, the occurrence made so little impression upon him at the time that he cannot now even say what the stamps were like. It must also be borne in mind that any suggestion for postage-stamps in 1834 would have been useless, for at that time letters were habitually sent unpaid, it being then considered a breach of etiquette to prepay a letter, just as it would now be quite contrary to usage to enclose (unless to a person of inferior rank) a postage-stamp to prepay a reply to an ordinary letter.

Mr. Maxwell does not produce any documentary evidence in support of his supposed recollections. His belief that Mr. James

Chalmers made the stamps in 1834—no doubt given in all honesty—is clearly inconsistent with all the known facts of the case, and with what upon such a point ought to be conclusive evidence, the written statement of Mr. James Chalmers himself. But the whole discrepancy at once disappears if what is highly probable be the case, viz. that the stamps he remembers were in fact those produced by Mr. James Chalmers in 1837-38, and that when writing some fifty years after the event, he, trusting to his unaided recollection, confuses something which happened when he was in Mr. James Chalmers's service in 1834 with the something else that really occurred three or four years afterwards. It is clear that Mr. James Chalmers's written testimony and Mr. Maxwell's recollections cannot both be right, and few persons would prefer the latter to the former, especially when the contradiction can be so easily explained.

Mr. Chalmers submitted his final suggestions to the Treasury in response to the Treasury Circular of the 23d of August 1839. That circular was sent out inviting designs

and suggestions for adhesive and other kinds of postage-stamps. Out of the large number of propositions received—about 2600—there were 49 which related to adhesive postage-stamps. Of these two classes were formed. In the first there were nineteen suggestions containing some points worthy of consideration ; in the second there were thirty which were pronounced to be useless, and Mr. James Chalmers's suggestions were amongst the thirty.

Mr. James Chalmers seems to have been an unpretending man of sterling worth, and imbued with qualities which many a man might envy. As an ardent postal reformer he strove hard to fulfil his aims ; but as the first inventor of the adhesive penny stamp for carrying out Rowland Hill's postage scheme, the evidence, to say the least, is unfavourable to him. It is generally admitted that the Duchesse de Longueville, in 1653, invented the first frank envelope or sheet adopted tentatively by the Parisians of the period. And, as already referred to, other stamps, such as the excise adhesive stamp for col-

lection of revenue of patent medicines issued in 1802,¹ were in existence years before even the mythical 1834 stamp. That railway tickets were not invented before the existence of railway communication is a fact no one would dispute; how, therefore, could adhesive postage-stamps have been thought of before a postal scheme, which admitted of their employment, had been adopted?

It may be useful to say a few words as to the mythical 1834 stamps. No stamps bearing such a date have ever been produced—while the very wording of the stamps said to have been printed in 1834, viz. “general postage not exceeding one ounce 2d.,” or “general postage not exceeding a half-ounce 1d.,” agrees entirely with the *new* rates of postage advocated by Sir R. Hill in 1837, and is word for word identical with James Chalmers’s essays of 1838-39. Indeed, in 1834 no such rates of postage were in existence in any part of the United Kingdom, and no proposal for establishing them had been

¹ Previously the duty was impressed upon covers and wrappers provided by the vendors themselves.

heard of. For what purpose therefore could such stamps have been employed ?

The lowest "general postage" (*i.e.* the postage between post-towns not more than fifteen miles apart) was 4d. in 1834, but one could not even send a quarter of an ounce at that rate if the letter contained any enclosure ; in other words, below the ounce, the "general postage," single, double, or triple, was wholly independent of weight. In the provincial local posts the lowest rate was one penny, but the weight allowed was not merely a half-ounce, but four ounces.

In the London district the local rates were 2d. or 3d., but there again the weight allowed for a single rate of postage was four ounces.

Even if it be pretended that the Chalmers stamps were for the prepayment of newspaper postage in conformity with Charles Knight's idea, the wording of the stamps would not do ; for where the penny was proposed to be charged on newspapers there was no limitation as to weight. Nor would they have done for "prices current," for the

reduction of rates (never adopted) was not proposed till two years later (1836); and moreover, where, as regards "prices current," the half-ounce scale came in, the charge proposed was only one halfpenny, and where the penny or any higher charge was contemplated, there was, as in the case of newspapers, to be no limit of weight, so that the so-called stamp of 1834 fails to suit any rate of postage then in existence.

Mr. James Chalmers, it must also be remembered, lived for thirteen years after the introduction of the Penny Postage Stamp, yet he seems never to have retracted his statement that he first made his plan public in November 1837, or to have made any claim to have invented postage-stamps in 1834.

That no official record exists to support the claim of priority of Mr. Chalmers to the suggestion of adhesive postage-stamps is shown by the following letter from the Assistant Secretary of the Post Office :—

“GENERAL POST OFFICE,

“*July 4th*, 1888.

“SIR,—In reply to your letter of 23d ult., I beg to inform

you, that, according to the records of this Department, the use of adhesive postage-stamps was first suggested by Sir Rowland Hill in his evidence of 13th February 1837, given before the Commissioners of Post Office Inquiry, and printed at page 33 of their ninth Report, dated 7th July 1837.

“A suggestion respecting the use of such stamps was also made by Mr. James Chalmers, but, so far as the official records show, not earlier than 8th February 1838. This suggestion is contained in the Post Circular of 5th April of that year.

“(Signed) H. JOYCE.

“W. HAY, Esq.,
Town Clerk, Dundee.”

The following letter, which appeared in *The Standard*, of 7th May 1890, also disproves the statement that Mr. Chalmers's claims are admitted by the London Philatelic Society, the recognised authority on such matters in this country :—

“THE ORIGIN OF ADHESIVE POSTAGE-STAMPS.

“*To the Editor of “The Standard.”*

“SIR,—In the interesting article on the Vienna Postage Stamp Exhibition, which appeared in your paper of the 25th ult., you refer to the rival claims which have, from time to time, been advanced by different persons to have been the first to suggest the use of adhesive, as distinguished from non-adhesive, postage-stamps in carrying out the great postal reform with which Sir Rowland Hill's name is associated.

“My attention has just been called to the circulation, on the eve of the London Philatelic Exhibition, of a leaflet, in which it is asserted that the Philatelic Society of London “now admits that Sir Rowland Hill did not originate the adhesive

postage-stamp," the suggestion of which is claimed for Mr. James Chalmers, of Dundee. Permit me to say that such is entirely and absolutely untrue.

"The London Society some years ago investigated the whole subject, and after a long and careful inquiry and consideration of the original documents, unanimously resolved that the claims put forward by Mr. Patrick Chalmers, on behalf of his late father, were "unsubstantiated." Since then the Society has seen no reason to alter its views, and it certainly has expressed no such opinion, or made any such admission, as stated in the leaflet.

"Those who are interested in the matter will be able to see at the Society's exhibition, to be held at the Portland Rooms in the present month, examples of the actual stamps proposed by Mr. James Chalmers, and can then judge for themselves as to the merits of his suggestions. I may say that some fifty persons sent in proposals for adhesive labels in response to the Government invitation in 1839 ; many of them recommending that the stamp should be inserted in the seal of the letter, leaving one end loose. This utterly impracticable plan was also that favoured by Mr. James Chalmers, whose suggestions were laid aside as useless.

"But on the question of priority there can be no doubt that Sir Rowland Hill was first in the field, for, as stated in your article, he, in his evidence given before the Commissioners of Post Office Inquiry, on 13th February 1837, proposed the use of adhesive as well as other kinds of postage-stamps ; while Mr. James Chalmers, both in his printed proposals and in his original letters, which are in my possession, states that he first made his plan public in November 1837.—I am, Sir, your obedient servant,

"FRED. A. PHILBRICK,

" President of the Philatelic Society of London.

"Lamb Buildings, Temple, E.C.,

"May 1."

To claim for Mr. James Chalmers the

exclusive credit of having, as it is pretended, "saved the penny postage scheme from collapse" by his suggestions submitted in 1839, when, as it turns out, he was only one of 49 individuals who then sent in proposals for adhesive stamps, and his suggestions were so impracticable that they were at once put aside as useless, would certainly seem to be carrying absurdity almost to its furthest limits.

The following Memorandum by Rowland Hill, dated 13th June 1839, on the collection of postage by means of stamps, will be read with interest, and it will be observed that its date is two months earlier than the Treasury Minute of 23d August 1839 as to postage-stamps, and that, therefore, Rowland Hill's scheme for stamps was prior to the plans sent in by other people in response to the said Treasury Minute:—

In the Third Report of the Select Committee on Postage (pp. 35-43), it is shown that payment in advance, by means of stamps, would be convenient to the public; would simplify, facilitate, and economise, the operations of the post-office; would especially expedite the delivery of letters, without rendering it in any degree less secure; and would tend to the security of the revenue, by preventing the errors and

frauds, which cannot be altogether guarded against under the present arrangements. Also, that there are no practical difficulties either in distributing the stamps, or guarding against their forgery.

In this paper it is intended to consider more fully than has hitherto been done the different kinds of stamps which public convenience will require, to ascertain their cost, and to compare that cost with the expense of collecting postage by money payments, as at present.

I have been understood by many to recommend the *exclusive* use of stamped covers; but a glance at my evidence will show that such is not the case. *The exclusive use of covers* would be objectionable on two grounds: first, their cost, if they were supplied at the charge of Government, would form a serious and unnecessary subtraction from the post-office revenue; and, secondly, they would prevent the post-office stamp from being struck on the letter itself, which, as shown by Mr. Moffatt (Ev. 4342-6), is frequently of importance.

As stamped covers would for many purposes be very convenient, and as, unless *exclusively* used, they need not, as I shall shortly show, be supplied at the cost of Government, it will be important to allow the use of them; but I am of opinion that it will also be important to adopt the suggestion of Mr. John Wood, late Chairman of the Board of Stamps (Ev. 2129), and allow the public to send letter-paper in sheets to the stamp-office, there to be stamped in the part used for the address; and, in addition to this suggestion, in order to meet the wants of all, to supply small stamped detached labels—say about an inch square—which stationers and others may paste on sheets of letter-paper, envelopes, etc., or which may be wafered to letters previously written, or, if prepared with a glutinous wash on the back, may be attached without a wafer.

These labels, if made of some paper difficult to imitate,¹ and, like the medicine stamps, printed from complex plates with

¹ Whether the paper to be employed shall be Dickinson's or that of any other manufacturer, would, of course, be best determined by inviting all paper-makers to send in specimens and tenders, and adopting that which appears most advantageous—this would put all on a perfect equality.

various colours in the same impression, thus requiring the combined ingenuity of the paper-maker, the engraver, and the printer, would be secure against forgery. The cost would be a mere trifle (only 1d. for 200, even including the expense of distribution through the post-office—see the subjoined estimate, Appendix A), while their extreme lightness—1000 weighing only an ounce—would be such, that every one might easily carry a stock in his pocket-book ; and, to avoid the inconvenience of keeping labels of various prices, two of the penny labels might be used for an ounce letter, three for an ounce and a half, and so on.

It had been objected to the use of these labels, that damp or friction might detach them from the letters while in the mail-bags. This, however, would be of no consequence. All that is necessary is, that the label should remain attached until the letter shall have received the stamp of the post-office at which it may be posted. This post-office stamp must be such, that when struck across the label, it shall extend a little on one side, so as not only to prevent the label from being used a second time, but to mark the letter itself, and thus to show that it has been properly franked, even though the label should afterwards become detached.

I would recommend that these labels should be printed on sheets, each containing twenty rows of twelve in a row ; a row would then be sold for a shilling, and a whole sheet for £1.

I propose that it shall be made the duty of all postmasters throughout the kingdom to keep the stamped labels, and to sell them to all applicants at one penny each ; precautionary measures, which need not be stated in detail, being taken to prevent the stock from being exhausted.

As the trouble of selling labels would probably not exceed that of receiving money, under the present system, for post-paid letters—for the labels would generally be sold several at a time—it would perhaps be unnecessary to allow the postmaster any poundage. It would, however, be desirable to make it his interest to extend the sale of the labels. I would therefore recommend that a poundage be allowed the postmasters, at least as high as that now allowed distributors and

sub-distributors of stamps (from 1 to 3 per cent.—Ev. 2173—say the maximum, or 3 per cent. on all), and that they should be put under the same regulations as to the examination of stock, mode of payment, etc.

Having thus secured a means by which any one may, if he think proper, purchase a single stamp, and thus for one penny frank his letter written on any kind of paper in any part of the kingdom where it can be posted (an arrangement which is very important to the poor man), I conceive the distribution of stamped letter-paper and stamped covers may safely be left to the ordinary commercial channels. It does not appear necessary to *require* either the stamp distributors or the postmasters to keep letter-paper or covers on sale; nor, on the other hand, to allow so great a poundage on labels as to induce stationers to keep labels on sale. There would, of course, be no objection to *permitting* the sale of labels by stationers, or of stamped letter-paper and covers by stamp-distributors and postmasters; the terms being, as nearly as practicable, the same for all, and thus the very appearance of a monopoly avoided.

With regard to letter-paper sent to be stamped, in sheets (which, of course, must be sent in large quantities at a time), the stamp-office would charge the nominal value of the stamps (a penny a sheet for penny stamps, twopence per sheet for two-penny stamps, etc.). It would not be necessary to allow any poundage, nor need the cost of carriage, which would, of course, be the same whether the paper were stamped or unstamped, be borne by the State. The only cost to the Government would be that of applying the stamp, keeping the necessary accounts, packing, etc., which Mr. Wood estimates at 1s. per thousand sheets, or a penny for about eighty. (Ev. 2122.)

With regard to stamped covers, I would recommend that they should be made of the same paper as the labels, and of two sizes; one, that of half a sheet of letter-paper; the other, such as would be required for making up into the little bags called envelopes. The latter would be little more than half

the size of the former. They should be sold to the public in large quantities only, at prime cost (say at the rate of one penny for eleven of the larger, or twenty of the smaller covers), *plus* the value of the stamps; and the lower price of the smaller covers would probably enable the stationers to make them up into envelopes, and sell them as such, at the same price with the larger covers, which latter would require no manipulation. Here, as in the case of the stamped letter-paper, no poundage need be allowed, nor would the carriage be at the cost of the State. With respect to covers, therefore, the Government need be at no cost whatever.

The prices to the consumer of the stamped letter-paper and cover would, under this arrangement, be regulated by competition, as that of unstamped letter-paper and covers now is. In most places they would probably not exceed $1\frac{1}{2}$ d. for a sheet of common letter-paper and $1\frac{1}{4}$ d. for a cover or envelope, postage included.¹

It would be convenient to the public in saving the necessity for weighing letters, if the letter-paper were made of definite weights, as 1, $1\frac{1}{2}$, and 2 sheets to the half-ounce, with an allowance for the seal, and marked accordingly; but this would, of course, be left with the paper-makers and stationers.

Subjoined is a table drawn out for the purpose of exhibiting, respectively, the cost of collecting the post-office revenue by means of *stamps*, and by means of *money payments on delivery*. The latter cost is so mixed up with other expenses, that it is impossible to determine it with anything like precision, but the subjoined estimate (Appendix B), which makes it, under the conditions of a fivefold increase of letters and uniformity of rate, the tenth of a penny per letter, is certainly not too high.

¹ Envelopes are now sold at one shilling and sixpence per hundred, or less than one-fifth of a penny each.

	Cost to the State.	Price to the Vendor.	Cost to the State, of collecting the postage.	Vendor's profit reckoned as a percentage on the cost to him.	Price (retail) to the Public.
Stamped labels, .	d. ·005†	d. ·97	d. ·035	d. ·03	d. 1
Stamps on letter-paper, . . .	·012	1	·012	The profit on the paper.‡	1+the price of the sheet of paper (say 1d.).
Stamped Covers, .	·091	1·091	Nil.	·15 less carriage.§	1½
Stamped Envelopes,	·05	1·05	Nil.	Unknown.	1½
Average per letter assuming the consumption of each kind to be equal,			·012		
Ditto, assuming the first and second to be one-third of the whole, . .			·016		
Money-payments, .			·1		

It appears, then, that the cost of collecting postage by stamps, even at the higher estimate of the two, would be less than one-sixtieth of a penny per letter; while the cost of money-payments on delivery would be at least one-tenth of a penny, *or six times as great*.

In the plan here submitted, however, it is proper to remark, that the most economical arrangement as to stamps, rather than the most convenient, is proposed. It would certainly facilitate the distribution of stamps if a greater poundage were allowed on labels, so as to induce stationers to sell them, and it might be advisable to extend the poundage to all

† This includes distribution.

‡ Say one farthing, or 20 per cent. on the cost of paper and stamp.

§ The carriage would probably average about 1 per cent.

|| Because the exact cost of making the envelopes is unknown. The profit would probably be at least 14 per cent.

descriptions of stamps. These steps, however, need not be taken in the first instance. I would advise the adoption in the first place of the plan here laid down—there will be no difficulty in increasing and extending the poundage, if it be found expedient so to do—such a step would be *pro tanto* a still further reduction of postage; at least as respects all who would purchase their stamps in large numbers. And it is manifest that the poundage might be advanced to any amount not exceeding nine per cent. on the average of all stamps, without making them equally expensive, as a mode of collecting postage, with money payments, as shown by the table.

It may be necessary to add that although I strongly recommend the use of stamps, I still adhere to the opinion expressed in my evidence, that as a *temporary* measure (to be got rid of as soon as the transition from the old to the new system shall have been completed—say at the end of three or six months), an option must be allowed the sender of the letter to frank it by means of a stamp, or to leave the postage to be collected on delivery, making such postage 2d. per half-ounce, instead of a penny—that is, double the price of stamps—in order to indemnify the post-office for the expensive machinery it would be necessary to retain.

ROWLAND HILL.

BAYSWATER, 13th June 1839.

APPENDIX (A).

ESTIMATES OF THE COST OF STAMPED LABELS.

Mr. Dickinson has offered to contract to supply twelve half-sheets of letter-paper for covers, printed with a large stamp, for one penny, paying half the paper-duty (Ev. 2408-44). But in order to put the trade on a footing of perfect equality, I would recommend that the full duty be paid, in which case eleven half-sheets might be supplied for one penny.

These eleven half-sheets measure about 730 square inches; subsequently they would make 730 labels of one inch square. But as the cost of printing labels would be greater than that of printing covers, sheet for sheet, and as a glutinous wash would be required at the back, say

300 labels (instead of 730) would cost a penny, then 1000 would cost, $3\frac{1}{3}$ d.

The weight of 1000 labels made of thin paper would be about one ounce, therefore their distribution through the post-office would be charged 2d. ; say the cost to the State would be one-half, 1

Allow for expenses at the stamp-office in making up parcels, keeping the accounts, etc., $\frac{2}{3}$

Total cost of 1000 labels, including the distribution, . 5

Or, per letter, $\frac{1}{200}$

APPENDIX (B).

ESTIMATE OF THE COST OF COLLECTING POST-AGE BY MONEY PAYMENTS AS AT PRESENT.

At page 13 of the notes to the Report, the present d. average cost of distributing a chargeable letter is shown to be seventy-six hundredths of a penny, of which cost of the transit is about one-fourth, or nineteen hundredths of a penny, and the cost of receipt and delivery about three-fourths, or fifty-seven hundredths of a penny, . . . 57

If the number of letters were increased five-fold, and a uniform rate of postage established, the cost of the receipt and delivery of each letter would undoubtedly be reduced, even though the postage were collected as at present; say the cost would then be only three-tenths of a penny, . . 3

For our present purpose, it is necessary to determine what portion of this cost would result from the collection of the postage by money-payments as at present. There are no data for deciding this with accuracy, but considering the cost of keeping the accounts and of checking the payments, and the delay in receiving money at each door, we should probably not over-estimate the portion at one-half, or fifteen hundredths of a penny, but say it is only one-third, and it follows that—

The cost of collecting postage by money-payments as at present would be per letter, 1 or one-tenth of a penny.

CHAPTER VI.

POSTAL ANECDOTES.

PREVIOUS to Rowland Hill's time, the expense of postage on letters was very high. All sorts of devices were used to evade the virtually prohibitory postal duty. It has been told that communications were written in chemicals on the unprinted edges of newspapers, and that the recipients, on holding the newspaper to a fire, were thereby enabled, by the chemical action produced by the heat, to read the news which had thus surreptitiously been transmitted to them.

Picking out and dotting certain letters of printed matter was resorted to, so that letters when taken in consecutive order formed words, and these again being put together constituted a communication from some dear friend afar off.

It is related that a London newspaper addressed—

“MR. JOHN SMITH,
Grocer, Tea-dealer, &c.,
No. 1 High Street,
EDINBURGH,”

conveyed a concealed meaning. To Mr. John Smith, however, the code was thoroughly understood. It told him plainly that on Tuesday the price of sugar was falling, and that his remittances had been duly received; while, on the other hand, if the paper had been addressed—

“MR. J. SMITH,
Grocer, &c.,
High St.,
EDINBURGH,”

he would equally have known that on Wednesday the market was dull and stationary, and that the bills he had sent had been dishonoured.

The following was the system by which, as they subsequently confessed, Mr. Smith's London correspondents managed to evade the exorbitant postal rates:—

Six changes in the personal address were

employed to indicate the *date* of the news conveyed, thus :—

Mr. Smith meant Monday.		
Mr. John Smith	„	Tuesday.
Mr. J. Smith	„	Wednesday.
J. Smith, Esq.	„	Thursday.
John Smith, Esq.	„	Friday.
— Smith, Esq.	„	Saturday.

The *despatch* of goods to him was indicated by the address “Grocer, Tea-dealer”: *e.g.* if goods were sent on Wednesday, the newspaper was addressed, “Mr. J. Smith, Grocer, Tea-dealer, 1 High Street, Edinburgh.”

The *receipt* of goods was understood by the omission of the trade: *e.g.* “John Smith, Esq., 1 High Street, Edinburgh,” implied that the goods were received on Friday.

The events of the market were thus indicated :—

Tea-dealer (alone),	.	.	price of tea rising,
Grocer,	.	.	„ tea falling,
Grocer and tea-dealer,	.	.	„ sugar rising,
Grocer, tea-dealer, etc.,	.	.	„ sugar falling
Grocer, etc.,	.	.	Markets dull and stationary

while “tea-dealer, etc.,” “tea-dealer and grocer,” “tea-dealer, grocer, etc.,” and other

variations were employed to give other information.

Pecuniary transactions were thus indicated :—

No. 1	High Street	meant remittances received,
	High Street	„ bills sent for acceptance,
	1 High St ^t	„ acceptances received,
	High St ^t	„ bills dishonoured,

while by using flourishes, or red or blue ink, all the foregoing variations were made to give information on other matters.

These devices, however, but slightly diminished the daily and hourly inconvenience which the high rates of postage and the general inefficiency of the postal service inflicted upon the community, and for this state of things, so long as the Government were unwilling to jeopardise the large revenue they received from the Post Office, there seemed but little hope of amelioration.¹

The oft-told story of Coleridge is worth repeating :—“ One day, when I had not a shilling I could spare, I was passing by a cottage not far from Keswick where a letter

¹ Extract from a paper read by Mr. Pearson Hill before the Balloon Society, London, on 8th January 1890.

carrier was demanding a shilling for a letter which the woman of the house appeared unwilling to pay and at last declined to take. I paid the postage; and when the man was out of sight she told me the letter was from her son who took that means of letting her know that he was well: the letter was *not to be paid for*. It was then opened and found to be blank."

There were few families in the wide middle-class who did not feel the cost of postage a heavy item in their expenditure; and if the young people sent letters home only once a fortnight, the amount at the year's end was rather a serious matter. But it was the vast multitude of the lower orders who suffered like the crusading families of old, and the geographical discoverers of all time. The hundreds of thousands of apprentices, of shopmen, of governesses, of domestic servants, were cut off from family relations as if seas or deserts lay between them and home.¹

Unfounded complaints have been lodged

¹ Martineau's *History of the Thirty Years' Peace*.

from time to time against the Post Office, as the following official stories will show:—
“A merchant sent his errand-boy to post a letter, and to purchase a stamp to put upon it. The letter contained negotiable bills amounting to £1200, and, as the merchant did not receive an acknowledgment from his correspondent, he cast the blame on the Post Office. An inquiry followed which resulted in showing that the errand-boy had met another boy on a similar mission, who undertook to post the letter in question. On further reflection, however, the latter resolved to convert the penny intended for a postage-stamp into sweetmeats, which he did, and then destroyed the letter with its contents, carrying the fragments into a field near the Post Office, where they were found hidden.”

“The secretary of a charitable institution in London gave directions for posting a large number of “Election Papers”; and supposed that these directions had been duly acted upon. Shortly, however, he received complaints of the non-receipt of many of the

papers, and, in other cases, of delay. He at once made a complaint at the Post Office; but, on examination, circumstances soon came to light which cast suspicion on the person employed to post the notices, although this man had been many years in the service of the society, and was supposed to be of strict integrity. Ultimately the man confessed that he had embezzled the postage (£3, 15s. 6d.), and had endeavoured to deliver the election papers himself."

Among the mass of evidence adduced before the Parliamentary Inquiry Committee of 1837 in reference to Rowland Hill's proposed Postal Reform Scheme, the following evidence may be cited as bearing out to the letter the extreme hardships endured by the poorer sections of the community owing to the really burdensome inland rates of postage which were in force at the beginning of Queen Victoria's reign :—

The Deputy-Lieutenant of Somersetshire referred to a case reported by the Postmaster of Banwell, viz. :—

"My father kept the Post Office many

years; he is lately dead; he used to trust poor people very often with letters; they generally could not pay the whole charge. He told me—indeed, I know—he did lose many pounds by letting poor people have their letters. We sometimes return them to London in consequence of the inability of the persons to whom they are addressed raising the postage. We frequently keep them for weeks; and, where we know the parties, let them have them, taking the chance of getting our money. One poor woman once offered my sister a silver spoon to keep until she could raise the money; my sister did not take the spoon, and the woman came with the amount in a day or two and took up the letter. It came from her husband, who was confined for debt in prison; she had six children, and was very badly off.”

The Postmaster of Congresbury referred to the price of a letter as being a great tax on poor people.

Sometimes mothers pawned their clothes to pay for letters from their children.

COPY OF THE POST OFFICE JUBILEE CHRISTMAS CARD—THE LAST MEMENTO
OF THE POSTAL JUBILEE YEAR—SHOWING THE SPECIAL
CANCELLING STAMPS, ETC.

CHAPTER VII.

PENNY POSTAGE JUBILATIONS.

As a commemoration of the Jubilee of Queen Victoria (1837-87), a set of postage-stamps was issued on 1st January 1887, previous to the circulation of the Jubilee coins of the realm, which were first issued to the Banks of England, Scotland, and Ireland, early in June 1887, and thereafter their distribution to the public commenced on Jubilee day—21st June.

The Jubilee stamps (though not officially announced as such), following the numismatic principle, are printed with the Queen's head to the left. They are the production of the celebrated firm of Messrs. De la Rue and Co. The $\frac{1}{2}$ d., $1\frac{1}{2}$ d., 2d., 4d., 5d., 9d., and 1s. stamps are printed on white paper, the $2\frac{1}{2}$ d., 3d., and 6d. on coloured paper. No penny adhesive postage-stamp, however, has been issued to commemorate the Jubilee

of cheap postage ; but on the 16th, 17th, and 19th May, a Penny Letter-Card was issued at the Guildhall jubinations. It was printed in carmine on light buff. It was similar to the ordinary penny Postal Union Card for foreign correspondence, having the Queen's head impressed within the intersection of two rectangular frames. It had, however, in addition, the arms of the City of London impressed on the top portion with the words "Penny Postage Jubilee 1890, Guildhall, London." In the left-hand upper corner was the imperial crown, which surmounted the letters V.R. and the Union rose, shamrock, and thistle ingrafted. The cards were not issued as Inland Post-Cards, but as Letter-Cards, and were therefore not subject to the ordinary post-card regulations. 10,000 only of these cards were issued. The letter-card was sold at 6d. for the benefit of the Rowland Hill Benevolent Fund.

On 15th February 1890 there was issued a tenpenny stamp, printed in lake-red, which is the only semblance of a Jubilee *adhesive* stamp.

At the Post Office Jubilee festivities at South Kensington Museum on 2nd July, a Jubilee envelope and card, the latter bearing a striking likeness of Sir Rowland Hill, were issued. It appears that about 40,000 of these were issued to the public throughout the United Kingdom. The facial value of the envelope, which was printed in blue, was one penny. It has a representation of the old mail-coach of 1790, "travelling at a speed of eight miles an hour," telegraph wires, and "the North Mail approaching Carlisle at the rate of forty-eight miles an hour." On one side is the postman of 1840, and on the other the postman of 1890; each showing the rates of postage of the respective periods, viz. 4d., etc., and 1d. The envelope and card were engraved by Messrs. De la Rue and Co., London. The card was an enclosure for correspondence. The envelope and card were sold at 1s. The proceeds were for the benefit of the Rowland Hill Benevolent Fund.

The Post Office notice in reference to the issue of the Jubilee envelope was as follows:—

SPECIAL POSTAL JUBILEE ENVELOPE

IN AID OF THE ROWLAND HILL BENEVOLENT FUND.

Persons desirous of obtaining, on the 2nd July next, the specially designed Postal Jubilee Envelopes (Price One Shilling each), are recommended at once to give an order at the nearest Post Office.

June 1890.

Immediately after the issue of the special Jubilee envelope, the following official certificate of the destruction of the plate from which it was printed was published :—

“The printing of the limited supply of the specially prepared Penny Postage Jubilee Envelope having been completed by Messrs. De la Rue and Co. of Bunhill Row, we, whose names are undersigned, appended this 28th June 1890, at the works of this firm, and witnessed the destruction of the plate as authorised by the Commissioners of Inland Revenue.

(Signed) S. A. BLACKWOOD,
Secretary of the Post Office.

[Here follow the names of six other officials.]

“We certify that the plate produced is the actual and only plate from which the Jubilee Envelope has been printed.

(Signed) THOS. DE LA RUE AND Co.”

The Jubilee envelope and card have been caricatured by Mr. Harry Furniss, whose talent as usual has not been lost in the grotesque. The first 100 copies (in black) bearing the autograph of the artist were

subscribed for in London privately at half a guinea each.

In January 1890 a Post Office departmental dinner took place in the Venetian Chamber of the Holborn Restaurant, London, to celebrate the jubilee of uniform penny postage. The chair was occupied by the Postmaster General, who was supported by Sir S. Arthur Blackwood, K.C.B., Secretary to the Post Office, acting as Vice-Chairman, the Right Hon. Sir Lyon Playfair, M.P., the Right Hon. J. G. Shaw-Lefevre, M.P., Sir John Tilley, late Secretary to the Post Office (1864 to 1880), Mr. Pearson Hill (son of Sir Rowland Hill, K.C.B.), etc. Altogether about 250 gentlemen sat down, including retired officials of the General Post Office. Facsimiles of the Mulready envelope design indicated each guest's place at table.

After the loyal toasts the Right Hon. Cecil Raikes, in proposing "The Post Office," referred to the number of congratulatory messages from foreign Postmasters-General. He read the following telegram from the Postmaster-General of Egypt :—" On the occasion of the

Penny Postage Jubilee the Egyptian administration, which has adopted Rowland Hill's great reform, sends to the department, which initiated it half a century ago, its congratulations and cordial greetings." The German Postmaster-General also sent a most cordial message. After reviewing Rowland Hill's great reform of penny postage, the Postmaster-General said that the actual volume of letters carried was twenty times what it was fifty years ago, and that at the present time, after a gradual increase, the number represented forty-two letters per annum per head of the population ; whereas at the time when penny postage was instituted it was only three. He referred to the fact that there were now 18,000 post offices in the United Kingdom, besides 20,000 pillar-posts, etc., and that the number of established officers in the postal service was 58,000, and 50,000 other persons. He then pointed out that sixty-two millions had been deposited in the Savings Banks, and that four millions had been invested for the labouring classes in the public funds. Last year's revenue

from the telegraphs, he said [telegrams were reduced to sixpence in October 1885], showed a surplus of £80,000.

Mr. Pearson Hill, whose name was coupled with the toast, responded, as also did Sir S. Arthur Blackwood.

Other toasts followed.

The Jubilee celebrations which were held at the Guildhall by the Corporation on May 16, 17, and 19 proved that the introduction of cheap postage was a measure deserving the patronage of the highest in the land.

The reception on the 16th was attended by H.R.H. the Prince of Wales, etc. etc.

The Lord Mayor's guests had the first view of the historical and other curiosities connected with the Post Office. The telephone and multiplex telegraph were at work in the Art Galleries. The Prince of Wales exchanged telegrams with Paris. Mail-coaches were despatched from the yard with various mails made up in the Guildhall.

At the *conversazione* the Postmaster-General (Mr. Raikes), in the course of his remarks, observed that the Post Office

might claim to have done more to lay deep and wide the basis of the British Empire of the future than could have been achieved by the most daring or brilliant statesmanship, or by the most successful and triumphant war.

In the official report of the Controller of the London Postal Service on the Jubilee conversazione and exhibition at the Guildhall Mr. R. C. Tombs recapitulates how the Guildhall Post Office, which was improvised for the celebration, was eagerly besieged by every one to see the inner workings—the sorting work, stamping, etc. The Jubilee Post Office was more patronised than any other part of the Jubilee exhibition.

After the Jubilee letter-cards were sold out on the night of the conversazione, ordinary post-cards were in great demand, and 20,508 were sold altogether during the three days the post office was open, besides 452 embossed and also registered letter envelopes.

3845 penny and halfpenny stamps were sold, also one at £1 and one at £5. Thrifty

people were evidently present, for deposits were made and 200 new accounts opened.

The special obliterating stamp was in large demand. It was told to a young lady, who was anxious to have two handkerchiefs stamped, that the ink would wash out. Not being daunted, however, she replied, "Rather than lose the impressions, I will never use the handkerchiefs again." Catalogues, envelopes, address cards, pieces of paper and telegraph forms, all were obliterated in quick succession, to please the public.

Sorters and postmen took delight in explaining to their wives and children the different processes of stamping, sorting, and despatching letters.

190,000 letters were despatched in the three days, of which 40,000 were actually written and posted in the Guildhall.

It was observed that letters which had passed through the post in 1840 were again posted with another stamp, thus forming a Jubilee connection.

The old Post Office of 1790 and the original notices attracted attention.

Models of travelling Post Office carriages were exhibited, and to these were attached the apparatus for exchanging the mails by the corresponding connection at railway stations, while the train is travelling at a high speed. The exhibition of the mode of working attracted great interest, and to Mr. Garrett, the Supervisor in charge, and the postal staff generally, the Controller gives high praise for their exertions.

A penny postage-stamp was exhibited which had passed through the post itself,—having only an address written on the reverse side. Several such stamps have passed through the post—a practice which is much deprecated by the Department.

The “Wonder” coach outside the building attracted attention. It was supposed by many that a coach service had been re-established between London and Edinburgh.

In conclusion Mr. Tombs says:—“The wonderful approbation the Exhibition met with on all hands, from Royalty downward, seems, I think, to indicate that if the more ambitious scheme of an International Post

JUBILEE ¹⁸⁴⁷ O UNIFORM PENNY POSTAGE

POST OFFICE

CONVERSAZIONE

SOUTH KENSINGTON MUSEUM

Under the Most Gracious Patronage of HER MAJESTY THE QUEEN,
ON WEDNESDAY, JULY 2, 1890,
ROWLAND HILL BENEVOLENT FUND

Their Royal Highnesses the DUKE and DUCHESS of EDINBURGH have graciously signified their intention of being present.

President of the Conversazione

His Royal Highness the DUKE of EDINBURGH K.G.

Vice-Presidents

The Right Hon. HENRY CECIL RAIKES M.P. Her Majesty's Postmaster-General.

Has the following ex-Postmasters-General - His Grace the Duke of Argyll K.G. K.T.; His Grace the Duke of Rutland G.C.B., The Right Hon. Lord Ebury; The Right Hon. The Marquis of Hartington, M.P., The Right Hon. G. J. Shaw Lefevre M.P., The Right Hon. Sir Lyon Playfair, K.C.B. M.P., Also - The Grace the Duke of Abercorn, C.B. His Grace the Duke of Marlborough, His Grace the Duke of Portland, His Grace the Duke of Wellington, The Marquis of Ripon, K.G., The Marquis of Breadalbane, The Earl of Ashburnham, The Earl of Bradford, The Earl of Clarendon, The Earl of Derby, K.G., The Earl of Seaborough, The Earl Grey, K.G., The Earl of Jersey, The Earl Spencer, K.C., The Earl of Waldegrave, Sir James Whitbread, Bart. Bt., Sir Arthur Blackwood, K.C.B., Peasam Hill, Esq.

The Committee have the pleasure of announcing that with great liberality and kindness the following distinguished Artists have generously given, their services for the occasion -

MADAME VALLERIA

MADAME ANNIE MARRIOTT

MISS ALICE COMEZ MISS NELLIE LEVEY

MR. SIMS REEVES

MR. BEN DAVIES MR. PERCY PALMER

MR. FREDK. KING MR. SYDNEY BECKLEY

MR. J. E. PAYNE MR. LEO STERN

(Water.) (Pencil.)

MADAME FRICKENHAUS

MR. ALFRED J. CALDICOTT MR. ARTHUR FAGGE

The BAND of the

GRENADEER GUARDS

Will perform under the direction of Messrs. Day, Whittaker, by permission of Colonel Trevelyan.

SPECIAL STAMP COLLECTIONS

An extensive Collection of STAMPS will be kindly lent by the Board of Inland Revenue and will be shown in the GALLERY. The Collection is subject to the convenience of the Board. Visitors are also invited to see the special collection of stamps and to purchase the same.

The POST OFFICE CHOIR

(Under the direction of Mr. Sydney Beckley) will sing a selection of Patriotic Songs.

BRANCH POST OFFICES, a SORTING OFFICE and TELEGRAPH OFFICES will be established in the Museum.

TELEGRAPHIC COMMUNICATION with the CONTINENT

will be established and facilities as to telegrams will be provided for the convenience of the public.

It is possible that whilst

Post Offices of 1790 & 1890

will be at work, some attempt will be made to forecast the progress likely to be obtained in

1890.

Tickets may now be obtained, price 7s. 6d. each, on application to the Hon. Secretary, Jubilee Committee, General Post Office, and at the several District and Branch Post Offices in London, also at the usual Libraries and Agents.

Cathern, Leam, or Evening Dress.

The Doors of the Museum will be opened at 7 p.m. and Carriage may be ordered for 10 o'clock.

W. WILKINSON & SONS, The General Printer, London, W.C.

THE POST OFFICE JUBILEE POSTER

(ONE-THIRTIETH OF ORIGINAL SIZE).

Office Exhibition were attempted in London in the near future, it would prove successful, mightily please the public, and be of great benefit to the Post Office world as a means of interchange of ideas and comparison of processes, methods, and appliances."

Mr. W. H. Preece, F.R.S., also made a very interesting official report on the telegraphs, etc., in connection with the celebration by the Corporation of the City of London of the Jubilee of inland uniform penny postage at the Guildhall.

The Post Office Jubilee Conversazione, of July 2nd, at South Kensington Museum, was under the patronage of Her Majesty the Queen, and in aid of the Rowland Hill Benevolent Fund, for the relief and assistance of Post Office servants, their widows and children.

H.R.H. the Duke of Edinburgh was President. The Vice-Presidents were the Postmaster-General (Mr. Cecil Raikes, M.P.), the Marquis of Salisbury, Mr. W. H. Smith, M.P., Mr. Goschen, M.P.; and the following ex-Postmasters-General :—The Duke of Argyll,

the Duke of Rutland, Lord Emly, the Marquis of Hartington, Mr. Shaw-Lefevre, and Sir Lyon Playfair. Among others present were the Surveyor-General for Scotland (Mr. A. M. Cunynghame), the Secretary to the Post Office, Dublin, and Mr. Pearson Hill.

Among the invited guests were the Duke of Abercorn, the Duke of Marlborough, the Duke of Portland, the Duke of Wellington, the Marquis of Ripon, the Marquis of Breadalbane, the Earl of Ashburnham, the Earl of Bradford, the Earl of Clarendon, the Earl of Derby, the Earl of Gainsborough, Earl Grey, the Earl of Jersey, Earl Spencer, Earl Stanhope, the Earl of Strafford, Earl Waldegrave, the Earl of Winchilsea and Nottingham, and Sir Robert Rawlinson.

Shortly after seven o'clock the guests began to arrive. When all were assembled the Museum presented a brilliant appearance. Later in the evening the band of the Guard of Honour, 24th Middlesex (Post Office) Rifle Volunteers, announced the arrival of their Royal Highnesses the Duke and Duchess of Edinburgh, who were accom-

panied by Lady Emma Osborne, Colonel Colville, and Lieut.-Colonel Poore. The Royal party were received by the Postmaster-General, the Vice-Presidents, and members of the Executive Committee, in the Architectural Court. A bouquet having been presented to H.R.I.H. the Duchess of Edinburgh by Miss Raikes, Mr. F. E. Baines, C.B., Mr. J. J. Cardin, Mr. W. H. Preece, Mr. G. Raffles Thompson, and Mr. R. C. Tombs were presented by the Postmaster-General. Thereafter a procession was formed: the master of the ceremonies, Mr. Alan Chambre, followed by four city trumpeters, led the way, the Duchess of Edinburgh being conducted by the Postmaster-General, and Mrs. Raikes by H.R.H. the President (the Duke of Edinburgh), to a daïs at the further end of the cloister. A programme was then handed to Her Royal Highness; it was hand-painted on vellum, and enriched with a picture of the old General Post Office, St. Martin's-le-Grand. The Royal guests being seated, the ex-guard of the London and Exeter mail-coach, who commenced his

duties in 1836, presented to the Duchess a letter signed by former officers of the Post Office who had entered the service over fifty years ago. The first signature was that of Mr. Frederic Hill, the sole surviving brother of Sir Rowland Hill ; another signature was that of Mr. R. S. White, who entered the service in the year 1818. The letter was as follows :—

“May it please your Royal and Imperial Highness, we, the undersigned, who are old officers of the Post Office, desire to welcome your Royal and Imperial Highness to this, the celebration of the jubilee of uniform penny postage.

“We desire to thank your Royal and Imperial Highness for your condescension in coming amongst the officers of the Post Office, and in lending approval to the Rowland Hill Benevolent Fund by your gracious presence.”

Another letter was presented of a similar nature by an officer of the Post Office from present officials, and signed on their behalf by the Postmaster-General and the Secretary to the Post Office.

The Duke of Edinburgh returned his warm thanks on behalf of the Duchess and himself for the addresses of the former and present officers of the Post Office. He felt deeply

the honour conferred on him by making him President of this *Conversazione*.

A large number of congratulatory telegrams were read by Mr. Raikes, from the President of the United States, the Postmaster-General in Washington, and the various Governors of the Australasian and other Colonies.

Concerts were given in which Madame Valleria, Mr. Sims Reeves, and many other well-known artists distinguished themselves. The Post Office choir, under the direction of Mr. Sydney Beckly, sang a selection of songs and part-songs. The band of the Grenadier Guards, under Lieutenant Dan Godfrey, and the string band of the Royal Artillery, under Cavaliere Zavertal, added to the pleasure of the evening's entertainment.

The whole proceedings were concluded by a telegraph wire and apparatus being brought to the daïs, from which Her Royal Highness, on touching a key, gave a signal inviting Post-Office officials in various parts of the kingdom to unite with their colleagues at South Kensington in giving simultaneously

three cheers for Her Majesty the Queen, which were enthusiastically responded to.

In the Science Library were two Post Offices representing the methods of 1790 and 1890. An attempt was made to forecast the department of 1990.

The marvellous invention of Mr. W. H. Preece and Professor Hughes—the ‘electro-phonoscope’—was exhibited, and excited great curiosity. It is claimed for it that when fully developed it would be possible for those at either end of the wire, by means of an electric flash, to look at each other during a conversation—no matter the distance apart.

The Post Office of 1790 was in charge of, among others, Mrs. Dion Boucicault (the original ‘Colleen Bawn’), Mrs. C. L. Kennedy, Mrs. Conyers d’Arcy, Miss Grace Winall, Mr. d’Arcy, Mr. Edwin Gilbert, and Mr. Egginton.

A special obliterating stamp was in use in the architectural court by the stampers for cancelling the special Jubilee envelope.

Extensive collections of British stamps were exhibited in the Cruikshank Gallery

by the Board of Inland Revenue and the Post Office. The Government of New South Wales also kindly lent their collection for the occasion.

During the evening Royal Parcel Mail-coaches, horsed, and lamps alight, were despatched to Brighton, Watford, and Oxford from the Museum.

Sir Rowland Hill's birth-place, Kidderminster, enthusiastically celebrated the Jubilee. Sir Rowland's statue and the Post Office were adorned with flowers. In the evening the Mayor despatched a telegram to the Postmaster-General at South Kensington, thanking Her Majesty the Queen for patronising the Rowland Hill Benevolent Fund, and thus honouring one of Kidderminster's sons.

The Jubilee was simultaneously celebrated in the head Post Offices, etc., of the British Isles, where most of the officials assembled gave three ringing cheers in response to the Royal message from South Kensington. The telegram transmitted from the Edinburgh Post Office to the Hon. Secretary

Jubilee Committee was—"Baines, South Kensington Museum. Edinburgh staff assembled, cheers for the Queen, and sings the National Anthem. Braid."

JUBILEE EXHIBITIONS.

The exhibitions held in 1890 to celebrate the Jubilee of uniform Penny Postage and the Postage-stamp were opened at various dates. The Vienna Philatelic Exhibition, which was held in the Royal Museum of Arts and Industries, was opened on 20th April. The Minister of Commerce, the Marquis Bacquehem, was its patron. Herr Wilhelm Krapp was its president. The exhibition was international in character, and was visited by Royalty—the Emperor of Austria having patronised it.

The exhibition included many celebrated Austrian, German, British, Danish, and Swiss stamp collectors. Among the prize-takers were Mr. M. P. Castle, Brighton, who was awarded a gold medal for Tasmanian and West Australian stamps; Mr. Douglas Garth, London, the gold medal

for a special collection of New Zealand and British Guiana stamps; to Mr. Colman, London, a gilt medal for the stamps of the British colonies of North America.

The London Jubilee Exhibition was in every respect an enormous success. It was held in the Portman Rooms, under the auspices of the Philatelic Society, and the exhibits were on view for a week. The Exhibition was opened on 19th May by H.R.H. the Duke of Edinburgh, who is an eminent authority on matters appertaining to philately. Over 5000 persons visited the Exhibition, and the number and class of exhibits exceeded anything ever before exhibited, or, for the matter of that, possibly, anything that may hereafter be exhibited.

The Duke himself exhibited the postage-stamps of Cyprus, Gibraltar, Heligoland, Ionian Islands, Malta, Norway, Denmark, Iceland, Sweden, Greece, Servia, Bulgaria, Montenegro, Cuba, Porto-Rico, Fernando Po Uruguay, Venezuela, and La Guaira.

His Royal Highness, who after passing a guard of honour composed of 24th Middlesex

(Post Office) Rifles, was received by the Committee—Messrs. T. K. Tapling, M.P., F. A. Philbrick, Q.C., M. P. Castle, Charles Colman (Hon. Secy.), E. D. Bacon, Douglas Garth, and J. A. Tilleard. There were also present the Duke of Teck, the Duke of Leinster, the Earl of Kingston, Lord Bangor, Lord Barrington, Sir Saul Samuel, Mr. Cecil Raikes, M.P. (Postmaster-General), Sir S. A. Blackwood (Secretary of Post Office), Admiral Woods, Mr. Braddon, Mr. Purcell, etc.

The Duke of Edinburgh having proceeded to the daïs, the proceedings were inaugurated by Mr. Tapling reading an address to His Royal Highness, in which it was stated that the exhibition was held in connection with the fiftieth anniversary of the introduction of postage-stamps on 6th May 1840, an event which had proved a blessing second to none of the reforms of the past fifty years. Special thanks were awarded to His Royal Highness for permitting the use of stamps from his own collection.

In reply, the Duke of Edinburgh said :—

“ Having myself for some time been interested in the subject to which this exhibition is devoted, I was glad to receive an in-

vation to open it and to have the opportunity of inspecting the highly interesting collection which is now to be displayed to the public. The 50th anniversary of the introduction of the postage-stamp has certainly been well chosen for the inauguration of the exhibition. I congratulate you upon the assistance and co-operation so kindly bestowed by the postal authorities both of this country and of the Colonies, as well as by the numerous private individuals who have placed at your disposal their valuable collections, and I need hardly say how much pleasure it afforded me to do what lay in my power to assist you. I heartily wish all success to your efforts, and trust that the results will very materially conduce to the advantage of the charitable institutions connected with the General Post Office, which have been so appropriately selected to receive benefit therefrom. The exhibition is one of great interest not only to stamp collectors and to those who follow the science of philately, but also to the general public. It remains for me to declare this exhibition to be now open."

His Royal Highness, then, in the company of the members of the Committee, proceeded along the avenues of glass cases to make a detailed examination of the finest and most valuable collection of stamps ever exhibited; the Duke frequently stopping to discuss the technicalities of some of the specimens with Mr. Tapling and others. At one o'clock luncheon was served to some thirty guests in what was once the Chamber of Horrors, but which was now devoted to more appetising occupation. A word of praise must be given to Messrs. Maclure for the *menus* devised

and executed by them. The covers, illustrative of the progress of penny postage, were decorated with Queen's heads, real and unused, dating from 1840 onwards. After lunch Mr. Tapling rose, and, having given the toast of "The Queen and Empress," which was drunk with all honours, added that of the "rest of the Royal Family, coupled with the name of the Duke of Edinburgh." His Royal Highness, who was greeted with long-continued applause, said :—

"MY LORDS AND GENTLEMEN,—I return you my sincere thanks for the kind manner in which you have drunk my health. I also assure you that it gives the greatest pleasure to the Prince of Wales and the rest of the Royal Family to visit any exhibition which tends to the good of our fellow-countrymen. I may tell you that the Prince is engaged almost at this very moment in unveiling the statue of General Gordon at Chatham. I need not now allude to the merits of that great Englishman whom we all mourn, but it is one of the duties and privileges of the Royal Princes to do honour to the famous men whom they are proud to call their fellow-countrymen. It is, moreover, also our privilege to be connected with the public services. To-day Prince George of Wales starts—nay, probably has started—from Chatham in the 'Thrush,' to the command of which he has been appointed. I am sure you will join with me in wishing him a prosperous and pleasant cruise. He also is a stamp collector, and I hope that he will return with a goodly number of additions from North America and the West Indies. I am a collector too,

and I have been only too glad to contribute specimens to this fine exhibition. I need not detain you longer, for no doubt you are all anxious to resume your inspection of the treasures in the other room."

The Duke resumed his place amid loud cheers.

Mr. Tapling then proposed "The Postal System of Great Britain and the Colonies." The Postmaster-General, in responding, said that Mr. Tapling had very happily given Her Majesty the title of Queen-Empress, thereby alluding to the Greater Britain which owned her sway. He might, without indiscretion, state that the Queen took the greatest interest in things postal, and in evidence he related how interested she had been in the development of the threepenny Australian postcard, which bore a full-length portrait of herself. Sir Saul Samuel also replied, and, referring to the charges that had been made of disloyalty against those who had substituted the emu, the platypus, the kangaroo, and the lyre-bird for the sovereign's head on the stamps of the Antipodes, asserted that he might say that the last-named biped possibly typified these

calumniators. Great laughter followed the worthy Agent-General's caustic remark, and then the Royal party again circulated through the exhibition, the Duke of Teck frequently stopping to speak to those Post Office riflemen who had served in Egypt. The Duke of Edinburgh before leaving intimated his intention of again visiting this marvellous proof of civilisation and progress.¹

The rarest stamps included an unsevered pair of the circular 2 cents rose British Guiana, three of the 1856 oblong 4 cents blue British Guiana, on original cover. The 2 cents blue of first issue of Hawaii and "Post Office" Mauritius stamps were exhibited by Mr. Tapling, who also showed brilliant used and unused copies of the scarce (ship) Buenos Ayres, etc. Mr. Bacon exhibited his magnificent and unique collection of the stamps and post-cards of Japan, the former of which are contained in many volumes. Major E. B. Evans, R.A., exhibited his grand collection of the stamps of Afghanistan and Native States of India.

¹ From the *Stamp Advertiser*.

Among the many prize-takers were Mr. M. P. Castle, special gold medal for the postage-stamps of New South Wales ; the Earl of Kingston, for the stamps of Great Britain, and Mr. Douglas Garth, the stamps of India and Ceylon, gold medals ; Mr. Gilbert Harrison, for Afghanistan, and Mr. E. B. Luard, for British Guiana, silver medals ; Mr. G. Whitfield and Dr. Mallman, bronze medals.

The judges were Mr. T. K. Tapling, Major E. B. Evans, and Mr. E. D. Bacon.

The exhibits of the judges were not entered for competition.

The following is a complete list of the awards :—

CLASS I.

	Special Gold Medal, . .	M. P. CASTLE.
GROUP	I. Gold Medals, . .	THE EARL OF KINGSTON. DOUGLAS GARTH.
	Silver Medals, . .	GILBERT HARRISON. E. B. LUARD.
	Bronze Medals, . .	G. WHITFIELD. DR. MALLMAN.
GROUP	II. Gold Medal, . .	LOUIS BLANCHARD.
	Silver Medals, . .	F. DE COPPET. W. KRAPP.
	Extra Silver Medal, . .	C. COLMAN.
	Bronze Medals, . .	L. GIBB. T. WICKHAM JONES. B. P. RODD.

- GROUP III. Silver Medals, . E. R. HAWKINS.
T. MAYCOCK.
Extra Silver Medal, . E. & A. W. CHAMBERS.
Bronze Medals, . C. N. BRIGGS.
F. RANSOM.
A DE WORMS.

CLASS II.

- DIVISION I. Silver Medal, . PEARSON HILL.
Bronze Medal, . MRS. GREGORY.
DIVISION II. Silver Medal, . W. HUGHES HUGHES.
Bronze Medal, . MRS. A. POTTS.
MORIZ SCHUCK.
CLASS III. Gold Medal, . GILBERT HARRISON.
Silver Medal, . L. SCHWARZ.
CLASS V. Bronze Medals, . M. GIWELB.
W. LINCOLN.
H. STAFFORD SMITH.
CLASS VI. Bronze Medals, . PEARSON HILL.
J. B. MOENS.
SOCIÉTÉ FRANÇAISE DE TIM-
BROLOGIE.
CLASS VII. Bronze Medals, . F. CORDER.
F. MOCKLER.
J. PETRITZ.
CLASS VIII. Silver Medals, . PEARSON HILL.
W. RUTLEY.
Extra Silver Medals, . H. H. TOWNSEND.
GOVERNMENT NEWS S. WALES.
GOVERNMENT OF TASMANIA.
Bronze Medals, . A. GRAVES.
A. KEILY.
J. A. TILLEARD.
Extra Bronze Medals, . W. COWLAND.
H. HASLETT.
Extra Silver Medal, . PERKINS, BACON, & Co., LTD.
Extra Bronze Medals, . BLADES, EAST, & BLADES.
WATERLOW & SONS, LTD.

The stamps exhibited were insured for £100,000.

The stamp-dealers were represented by Messrs. Pemberton, Wilson, and Co.; Stafford Smith and Co., Brighton; Whitfield, King, and Co., Ipswich; Chas. J. Phillips, Birmingham, who also represented Stanley Gibbons and Co., London; Theodor Buhl and Co., and M. Giwelb, London.

In connection with the Postal Jubilee Exhibits in the International Exhibition of Electrical Engineering, General Inventions, and Industries, Edinburgh, which was opened by H.R.H. the Duke of Edinburgh on 1st May 1890, it was proposed to have a Jubilee Postal Conversazione, in commemoration of the introduction of uniform Penny Postage, to be held within the Exhibition on 7th October 1890. A special post-card and envelope were to have been issued. The Surveyor-General for Scotland took up the idea with much enthusiasm. The authorities at St. Martin's-le-Grand were approached, and after some preliminary arrangements were effected, the old-established firm of

Messrs. T. and A. Constable, Printers to Her Majesty, was intrusted with the execution of a design for an impressed Jubilee Stamp. The design was duly and expeditiously prepared, but, notwithstanding, it was not used ; a hitch occurred somewhere, and the whole proposed Jubilee arrangements fell through, to the disappointment of all concerned. Diplomacy, it is alleged, was partially responsible ; for by some it was deemed imprudent to make current a stamp in the capital of Scotland which would not be circulated simultaneously in London and elsewhere, and other considerations made it impossible to carry out the proposals,—such as the limited time left at the disposal of the Post Office to make the jubileations an entire success.

Each person in his walk of life almost daily uses a penny stamp, and must necessarily, therefore, take some amount of interest in the Post Office. For the readers of this book, therefore, by the kind permission of Messrs. Constable, a facsimile of the artistic stamp designed by Mr. Walter Crane, London, has been added on page 141.

The Jubilee collection brought together by the General Post Office, under the superintendence of Mr. J. Wilson Hyde, comprised a series of Postal prints and literature, portraits (engravings) of Sir Rowland Hill and the Surveyor-General for Scotland, 'specimen' and V.R. postage-stamps, returned and misdirected letters, and other curiosities too numerous to mention. The rude telegraph instruments of former days were exhibited side by side with the delicate instruments of the present time.

The Philatelic Committee showed a Jubilee collection of the stamps of the world. There was but one representation of each country. The prize-takers were the Rev. J. A. Dunbar-Dunbar, diploma for gold medal; Mr. John Walker, diploma for silver medal; Miss C. J. Carphin, diploma for bronze medal; and honourable mentions to Dr. Kirk, Mr. C. Chambers, Mr. W. R. Macdonald, Mr. J. Argyll Robertson, Mr. Macfie of Borthwick Hall, Mr. R. S. Richardson, and Mr. W. T. Wilson. The other contributors to the Jubilee collection

Facsimile of
THE POSTAL JUBILEE STAMP

DESIGNED AND DRAWN BY
MR. WALTER CRANE, LONDON

and referred to at pages 138-9

Copyright

were Miss B. C. Purvis, Miss Paterson, Mr. Pearson Hill, Mr. A. Blackburn, *hors concours*, Mr. Jon. Lyon, Mr. Given, *hors concours*, Mr. Maloney, Mr. P. Chalmers, and Mr. H. Tod, Junr.

The Zoological Room of the Museum of the Leeds Philosophical Society contained the exhibits from the postage-stamp collectors of the town and neighbourhood. This Philatelic Exhibition was opened on 5th and closed on 17th May. There were a large number of exhibitors, and the stamps shown included many rare specimens. Pigeon-post and balloon-post envelopes of the siege of Paris were shown by Mr. W. Houldon, and attracted considerable attention.

A Fine Art Exhibition was held in the Victoria Hall, Aston, Birmingham, on November 26, 27, and 28. The members of the Midland Counties Stamp Exchange took advantage of the opportunity afforded them for promoting the popularity of their hobby, and adding attraction to the Exhibition.

Messrs. Stanley Gibbons lent entire plates

of the stamps of Jhind, Egypt, and other countries. Mr. W. T. Wilson sent his exhibits from the Leeds and Edinburgh Exhibitions, the V.R., Prince Consort, and other essays; and his Mulready caricatures formed a splendid show surrounding Mr. Hollick's frame of original Mulreadies.

The general exhibits included paintings of fabulous value, rare coins, medals, china, and *bric-à-brac*, but the philatelic exhibits attracted most attention.

Copies of the *Monthly Journal* were given away freely.

The Marquis of Lorne was amongst the distinguished visitors.

There was also a Jubilee exhibition held in Dundee in the Victoria Art Gallery, which was kindly lent by the Committee of the Free Library for the occasion.

In connection with the Postal Jubilee, *The Times* of November 17 announced that the Queen had conferred the Companionship of the most honourable Order of the Bath, Civil Division, on Mr. Herbert Joyce, Mr. Edward Hugh Rea and Mr. John Cameron

Lamb, Assistant Secretaries of the Post Office, receiving the Companionships of the most distinguished Order of St. Michael and St. George. The official notifications appear in the *London Gazettes* of November 21 and December 2, 1890.

CHAPTER VIII.

MANUFACTURE OF STAMPS, ETC.

THE British water-marked paper was for a long time issued by Government to the printing contractors. The water-marks were specially made in the paper and placed at certain distances, so that, on the production of the stamps, a water-mark fell under each separate engraving of the stamp.

The process through which postage-stamps pass is various. The entire control being immediately under the direct supervision of the Inland Revenue Officers, and everything appertaining to their manufacture being kept in strictest privacy, little information can be obtained by the general public. So far, it is known in a general way that the sheets are counted by responsible officials after production of the various stamps. The loss of a sheet is hardly, if

ever, known. After being printed the stamps are examined by women experts, and on the slightest flaw being discovered, the sheet is rejected, and destroyed under proper authority. The sheet of stamps is fixed in a steel oblong frame, which is then passed into the perforating machine. The dies descending punch out the holes in the horizontal line along the top of the first row of stamps, and in the short vertical divisions between the stamps in that row. When the dies are withdrawn the machine, by a ratchet motion, moves the frame containing the sheet forward so that the second row of stamps comes under the dies, and thus, row by row, the whole sheet is perforated. The sheets are gummed after press work, and according to *The American Philatelist* "the paste is made from clear starch, or rather is dextrine, which is acted upon chemically and then boiled, forming a clear, smooth, slightly sweet mixture. Each sheet of stamps is taken separately, placed upon a flat board, and its edges covered with a

light metal frame. Then the paste is smeared on with a large whitewash brush, and the sheet is laid between two wire racks and placed on a pile with others to dry. Great care is taken in the manufacture of this paste, which is perfectly harmless. This gratifying fact has been conclusively proved by an analysis recently made by an eminent chemist. After the gumming another pressing in the hydraulic press follows. Then comes another counting—in fact stamps are counted no less than thirteen times during the progress of manufacture. The sheets are then cut in half, each portion containing one hundred stamps, this being done by girls with ordinary hand-shears. Next follows the perforation, which is performed by machinery. Another pressing follows—this time to get rid of the raised edges on the back of the stamps made by the dies, and this ends the manufacture. A separate department is devoted to the packing and the sending off the stamps to different post-offices. It will be seen by this account that any absurd

rumour concerning the poisonous or unclean properties of postage-stamps is utterly without foundation."

Henry Archer's patent for perforating postage-stamps, tickets, labels, etc., for which the Government paid £4000 in 1854, was sealed on 23rd November 1848. In "the improvement in facilitating the division of sheets or pieces of paper, parchment, or similar substances," the specification sets forth among other things that "the principal object of this invention is to enable persons, when using postage-stamps, tickets, or other small labels, to separate one or more from a sheet without the employment of a cutting instrument. This improvement I effect by cutting or stamping around the margin of every stamp, ticket, or label a consecutive series of holes, whereby the tearing up of the sheets of paper or parchment into pieces of uniform size will be greatly facilitated, while there will be sufficient adherence of the several stamps, tickets, or labels which are printed on one sheet of paper or parchment to ensure their

retaining the form of a sheet until they are intentionally separated for use."

All, or nearly all, the first postage-stamps (no matter the country to which such stamps belong) were issued without perforations. Gradually, after the introduction of perforations by Great Britain, other countries adopted the idea, and either had the stamps perforated or rouletted,—that is, had the stamps cut all round, leaving but a small piece attached to the adjoining stamps, at regular distances, so that the separation of one stamp from another did not necessitate the use of scissors, which was the practice prior to the invention of Archer's perforating machine. It must, however, be mentioned, that, while some stamps were wholly perforated or rouletted, there are, among others, the South Australian, which had the upper and lower portion perforated, while at the sides a roulette appears.

Generally speaking, through this medium the periods of issues can be partially ascertained—first by no perforation, secondly by a roulette, thirdly by a perforation. But

if a country has been late in adopting stamps, or if the place has been acquired within recent years, or has become a new principality, etc., the stamps will generally be found with the modernised perforations. There are other matters, however, to be noted, such as intermediate issues of lithographed, engraved, etc., sets of the same stamps having identical perforations.

It will be the endeavour here to elucidate, as far as possible, the various perforations to be met with. A simple perforation is that which the perforating machine has produced by punching the paper completely out, thereby leaving a regular series of small round holes between each row of stamps. But the machines which have been adopted by the various governments all over the world not being of one pattern, have as a consequence produced a large variety of perforations. It has been found that, for the want of more explicit terms, the French expressions used to denote certain perforations have been embodied in the philatelists' vocabulary of the English-speaking nations. Some of the

stamps of Hanover and Brunswick have a perforation which is termed *percé-en-arc*, the machine having produced a line of indentations which fits into the corresponding scalloped or curved portion. A variety of the 6d. orange Victorian stamp 1854-61 is included in this category. *Percé-en-pointe* may be described as having the paper-teeth straight, and the ends spear-pointed; the second issue of the stamps of La Guaira are an example. A saw-like perforation, or *percé-en-scie*, is shown in the Brunswick issue of 1866. Oblique serrated perforations are to be found among the earlier New Zealand stamps. Serpentine perforations are illustrated by the stamps of Finland (1860 to 1874). The sides of the teeth are curved and rounded at the points. Pin perforations exist in some stamp issues of Mexico, Barbadoes, Trinidad, etc. As the name implies, the perforation is similar to that which ordinary pins would produce by being driven through paper. Compound perforations imply that either the vertical or horizontal side of the stamp differs from the other in the gauge of perforation.

In order to ascertain the various sizes of perforations a perforation gauge has been invented. It is based on a reckoning adopted universally. On a given length the number of perforations are counted. Two centimeters is the standard of length. The perforations of postage-stamps vary from seven to twenty, and a gauge will register any size of any stamp which has been issued perforated pure and simple, but a practised eye can almost determine perforations, if not fractional, and those in ordinary use without any such extraneous aid.

Cornelius Bennett Harness, electrician, London, patented on 6th July 1885 "Improvements relating to stamps or tickets for indicating payments for postal or other purposes." In the provisional specifications it is stated *inter alia*: "I make postage-stamps of the value of one penny with a series of perforations extending diagonally across the same, and on each side of this series of perforations I mark the stamp in any suitable manner to indicate that each half has the value of a halfpenny. The stamp can there-

fore be either used as a penny stamp, or torn in half and used as two halfpenny stamps."

Before the introduction of postage-stamps, there was always temptation offered to messengers sent with money to prepay a certain letter. That the prepayment was transformed into a 'post-payment' no doubt frequently occurred. Even in the present day there is some, though little, temptation offered under the new system. As a safeguard against pilfering, the Post Office Department, on representations made to it, has for some time officially announced a recommendation that initials of firms, etc., should be perforated through stamps by means of a machine devised for the purpose. Postmasters have been instructed not to purchase such stamps. Perforation of stamps on post-cards, wrappers, and envelopes with initials will not be objected to.

CHAPTER IX.

POST-MARKS, ETC.

THE earliest post-marks used by the British post-offices are primitive in appearance. About the year 1670 the date-stamp was circular and divided by a cross-bar,—the month and day only being indicated. The date-stamps at this time showed that letters from London to Scotland could be sent in two days. The later impressions show a larger circle, and still later there was added an inner circle, the year being expressed in addition to the month and day. When letters were sent from Glasgow to London, or *vice versâ*, they bore the Edinburgh post-mark at the time, as the letters had to pass through the capital. Glasgow appears to be one of the first places where a post-mark was adopted indicating the place of receipt or

despatch. The word Glasgow was impressed within a circle, but it was hyphenated, the first syllable being in one line, and the other below it. As time advanced improvements followed. About this time (1800) the respective dates of despatch and receipt on letters to London showed that the time taken in transit was three days from Edinburgh. P.D. (=paid) appears stamped on letters also. In 1802 the day, month, and year were given, but no post-town. It was about the year 1820 that the post-marks generally began to indicate the day, month, year, and places of despatch and delivery. In 1840 a special obliterating stamp was issued to all postmasters for the obliteration of the penny and twopenny stamps. It was of the form of a cross pattée. Each postmaster received specific printed instructions in regard to the kind of ink to be used. For a number of years previously, red pigment had been used for post-marking, but it was discovered that by the use of chemicals it could be removed off the face of the obliterated stamp, and it was deemed necessary to adopt a black indelible ink. The difficulty

was ultimately removed by the postage label being printed in fugitive ink, while for the cancelling stamp fixed ink was employed. This was done by adding a small percentage of an ingredient of the very ink (printer's ink) used in the production of the penny stamp. Before the introduction of stamps the postage was marked in pen and ink; a hand-stamp was occasionally employed to mark on the envelope the cost of the postage. Up to, and subsequent to, the issue of postage-stamps it was not an uncommon practice of the post-office servants to mark the postage on the envelope with pen and red ink, or indelible red pencil, when a letter was being prepaid to the Colonies.

The 'Penny Posts,' without exception, had, after they were properly established, the names of the posts indicated on the letters; for example, "Greenock Penny Post," "Kirkcaldy Penny Post," etc.

We here give a few illustrations of the early post-marks :—

1670.

1717.

1795.

1802.

1825.

1840.
(Obliterating.)

A duplex date-stamp has been in use since about the year 1860 in most of the head post-offices of the United Kingdom, but owing to its bulkiness is being gradually superseded by a single combination stamp. One portion of it obliterates the postage-stamp and records the number of the post-office. If the postage-stamp were cut out of the envelope, the name of the office of despatch could easily be ascertained. For instance, the number of the Edinburgh Post Office is 131,—London being divided into eight towns for postal purposes, each district,

etc., has its own obliterating stamp,—Dublin 186, Glasgow 159, Liverpool 466, Manchester 498, Aberdeen 1. The other portion bears the name of the post-town, day, month, and year. It also bears a numeral or numerals which represent the man who stamped the letter; and, in addition, a sign or letter indicates the time of day when the letter-box closed. For the purpose of inquiry or tracing, these precautions are invaluable. A recording date-stamp was not introduced so early into the country and sub-offices for various reasons. The English obliterating stamp is oval in shape with vanishing parallel bars; the one in use in Scotland is oblong, and that in Ireland is a transverse diamond. In Scotland, Messrs. Kirkwood and Son, Engravers, Edinburgh, have held the General Post Office contract for supplying date-stamps for over half a century.

In New York the date-stamp employed not only gives the day of month and year, but records in plain figures the hour of the day when the letter was posted.

The order of issue of some of the British

Colonial stamps can be partially recognised merely from their post-marks. The earliest were obliterated by an oval stamp with parallel bars running horizontally length-ways of the oval. A subsequent issue was obliterated with a post-mark somewhat resembling the form of a radiated star; and later, the day, month, and year appear with a circled post-mark.

There are at least twelve distinct water-marks to be found in the British adhesive postage-stamps. They consist of a small crown; V.R.; large royal crown; small, middle, or large garters; four heraldic flowers, representing two roses, shamrock, and thistle; Maltese cross; a spray of rose; anchor; orb; and medium crown. Any one can discover the four heraldic emblematic flowers by holding a stamp, of the issue of 1862-65, other than the 4d., to the light. The water-mark will appear within the spandrels of the obverse side.

Every country has its own peculiar water-marks for its stamps. We have already described the British. In the "Empire on

which the sun never sets" there are probably more varieties of water-marks to be found than elsewhere, for the simple reason that the adoption of a water-mark has not been universally followed by other countries for protection against forgery. Taking the British Colonials in order first; the Indian stamps have the arms of Great Britain spread over the sheet of the first issue, an elephant for a water-mark in 1865-80, in 1881 a star. Ceylon has a star, crown, and C.C. (Crown Colony) from various fonts, and crown and C.A. (Crown Agent for the Colony). New South Wales has single and double-lined numerals, crown, and N.S.W., inverted figures and other errors of water-mark, such as, for instance, a penny stamp being impressed on a paper intended for a twopenny stamp. Victoria and South Australia have several water-marks—the former, star, figures, and V and crown; the latter, six-pointed star, crown, and S.A., star, etc.: West Australia—a swan, crown, and C.C., and crown and C.A.: New Zealand—stars and N.Z. Labuan, very strangely, and in contradistinction to other

British colonies, when the water-mark crown and C.C. was in vogue, adopted the later water-mark of crown and C.A., sideways on its stamps for the first issue, the second being the crown and C.C. (which generally takes precedence of the crown and C.A.), and in the third emission the crown and C.A. re-appears, but in its usual position in the stamp. Natal has a star, crown, C.C. and C.A.: Cape of Good Hope—an anchor, crown, and C.C., C.A. and cabled anchor: Mauritius—crown, C.C. and C.A.: West Indian, British Guiana, etc.—similar to Mauritius.

Among the stamps of Italy and Denmark a royal crown is the water-mark adopted. Brunswick, Holland, and Sweden and Norway have a post-horn as a water-mark; Naples, a fleur-de-lys. Prussia, in first issue, had a laurel wreath; Spain, loops and lattice lines; Hanover, crossed lines and a wreath of oak leaves with acorns; Lübeck, a water-mark of rosettes; Tuscany, a ducal coronet, and also vertical elliptical lines; Modena, letter A in the paper of 1 lira; Luxem-

bourg, a capital W; Belgium, interlaced and also framed L.L.; Bavaria, diamond-formed lines, and also wavy lines; Hamburg, wavy or undée lines; Egypt, a pyramid, etc.

In lieu of a water-mark, the Americans, in the issues of 1867-69, adopted what is termed a 'grid.' It is a square formed of small embossed dots, varying in size from $9\frac{1}{2}$ millimètres by $9\frac{1}{2}$ millimètres to 9×14 . A number of Grecian stamps have figures of values lithographed on the back of them. Spain, too, during the reign of Alphonso, adopted a similar course for protection against forgery. First issues of Bavaria and of Schleswig-Holstein stamps have a silk thread woven in the fibres of the paper on which the stamps were printed. Würtemberg stamps of 1857 and the Swiss stamps of 1854 have also a silk thread, but running horizontally, whereas the others were placed vertically in the stamps. The colours of the thread in the Swiss stamps vary, being in green, blue, black, brown, red, yellow, and white respectively.

The more the accommodation the more the

traffic, and this is largely exemplified by the increase of the missives which pass through the Post Office owing to the facilities offered by increased despatches and deliveries of letters in every district of the country. Yet a success which generally produces competition is almost unheard of nowadays in regard to Postal affairs. A few Circular Delivery Companies have been shortlived, and no private companies dare compete with the General Post. About the year 1865 Mr. Robert Brydone, printer, Elder Street, Edinburgh, established the Edinburgh and Leith Circular Delivery Company for the purpose of competing in the delivery of circulars and parcels. The company issued a set of adhesive stamps, for the prepayment of the postage, of the values of a farthing, etc. The stamps bore the arms of Edinburgh and Leith on two overlapping shields. Those tradespeople, commercial houses, and insurance companies who advertised by means of circulars no doubt found that it was economical to deliver through this medium. The fact that London, Liverpool, Glasgow,

Dundee, and Aberdeen were found to have similar companies in their midst proved that there must have been something in the enterprise first entered into in Edinburgh. Two or three years after the establishment of such companies attention was directed to them. The solicitor to the General Post Office, London, acting under instructions, took measures for their suppression. The Acts in force protected the Post Office privileges, and the London and Metropolitan Circular Delivery Company was mulcted in a penalty of £5 for delivering letters contrary to the privilege of the Postmaster-General. After this prosecution pressure was brought to bear upon the Government of the day as to the high rates of postage of circulars, newspapers, and printed matter. In 1870 the impressed stamp on newspapers was done away with and a paper could be sent for one halfpenny if duly registered as a newspaper.

In 1712 the newspaper tax was one penny, and it was increased at intervals until it reached the maximum of fourpence in 1815.

In 1836 it was reduced to one penny for a certain size of sheet and one halfpenny for a supplement in addition. The tax was abolished in 1855, and up to 1870 the charge for a newspaper, if not exceeding four ounce in weight, by book-post, was one penny. After that time, as already indicated, the postage was reduced to a halfpenny by the Act 33 and 34 Vict. cap. 79, sect. 8.

The rise and progress of the Post Office have been such that it is now looked upon as a revenue department of the State. The Parcel Post, which was established in August 1883, has revolutionised to a large extent the then existing state of matters in regard to the transit of parcels. On the Austrian and other state railways a house, or at least its entire furnishings, may be posted per 'Parcel Post,' but these, as yet, are among the 'inadmissibles' under the British code—11 lbs. being the maximum weight allowed. During 1889-1890 the estimated number of parcels delivered in this country was about 43 millions, as compared with 23 millions in

1884. Book packets, circulars, and newspapers, total 601 millions, as compared with 307 millions ten years ago.

Early in 1883 two surcharged postage-stamps were issued to the public of the values of 3d. and 6d. The stamps were lilac in colour, and had a large figure, 3d. or 6d., printed in crimson-red on the respective stamps. It is believed that these stamps were prepared for the prepayment of parcels; the 'threepenny' franking ordinary parcels not exceeding 1 lb. in weight.

For the transmission of parcels of stationery from one Government department (principally from the Stationery Office) to another, the ordinary issue of British stamps was over-printed first in 1884 with the words "Gov^t Parcels." This was resorted to as a means of checking the total weight of stationery transmitted annually.

The Prussian parcel stamps of 1866 are printed on goldbeaters' skin.

After the acquisition by Government of the Electric, British and Irish Magnetic, United Kingdom, and some smaller telegraph

companies in 1870, there were issued embossed stamps on forms which were supplied to the public at the price of one shilling, any additional charge being paid by affixing ordinary stamps. In 1876, an issue of adhesive telegraph stamps was introduced to meet the convenience of the Postal and Telegraph Departments, so that the accounting would at once show the receipts of the respective services. The telegraph stamps range from the value of a halfpenny to five pounds, and were produced by Messrs. De la Rue and Co., London. In 1881 the Government, on the ground of public convenience, sanctioned the use of ordinary postage-stamps for the prepayment of charges on telegrams. This change came into force at the close of the year, when the telegraph stamps were recalled, and the stock destroyed.

It is understood that a new style of General Post is to be launched early in 1891, whereby, on payment of 3d., a letter not exceeding 1 oz. in weight will be taken in at any booking-office in the United

Kingdom for delivery at any railway station by first train. The ordinary penny postage and revenue stamp will be supplemented by one of the railway company's stamps similar to, though smaller than, the ordinary "newspaper packet labels" now in use. This means of communication, it is said, will be chiefly confined to the classes who initiated it, viz. the secret police and commercial travellers.

History is repeating itself. A proposal was set on foot to establish a mail-coach service between Liverpool and Manchester, mainly owing to negotiations for fair terms being beyond the pale of the practical, so-called, public railway service, and eventually carried out. The Post Office Department placed Parcel Post coaches on the road, the first of which commenced running between Liverpool and Manchester on 14th April 1890. Between London and Brighton, however, a service has been in operation since 1st June 1887. It is an economical extension of the Metropolitan system of road vans. The distance travelled daily by each coach is calculated to be fifty-two miles, and the

time occupied for each journey is seven hours. These mails leave at midnight daily.

The British Post Office more than ever has resolved itself into a banking establishment. Apart from the Money Order Office, it has since 1881 issued Postal Orders. It also takes deposits from the public in sums, or savings, of 1s., and here again the utility of the penny postage-stamp is demonstrated. Slips of paper are furnished by the Post Office, and to these are affixed the stamps representing the equivalent in money. To the thrifty the system is an incalculable boon. The power to remit money by telegraph from one postal telegraph office to another was established in March 1890.

The importance of the proper control and protection of the 'post' in foreign parts cannot be overestimated. Mr. H. M. Stanley, in the course of his speech delivered in Edinburgh on 9th June 1890 on the occasion of his being entertained by the Royal Scottish Geographical Society after his return from the rescue of Emin Pasha in the wilds of Africa, remarked :—

“I have talked about the Royal Scottish Geographical Society in Africa; I have talked about it in books, I have written letters to the Royal Geographical Society from the forest, I have cautioned Arabs there that if they lost the letters to the Royal Geographical Society I would follow them with an army and hunt them out of West Africa; and if you got those letters, it is simply due to that threat.”¹

Considering the vast correspondence which now passes through the British Post Office annually, it says volumes for the officials that so few letters go astray. The machinery, in its perfected condition and protected form, delivered no less than 1650 millions of letters in the United Kingdom in 1889-90, as compared with the estimated number of 76 millions, exclusive of franked letters, in the year 1839, and prior to uniform penny postage.

¹ From the *Scotsman* of 10th June 1890.

CHAPTER X.

COLONIAL POSTAGE.

WITH the introduction of the Postal Union system in 1875 there have been changes of an important nature carried out in the rates of postage to the countries composing the Union. Little doubt can be entertained that the reduction in the rates of postage has very materially added to the benefit of trade, for where one letter in the interest of commercial pursuit was despatched formerly, several are now sent in every direction. This is indicative that cheapness of postage is of paramount importance to this country, which is essentially commercial, colonising, and with stakes at issue incomparably greater than any other power. Whatever burdens may fall on a government by the subsidising of mails for conveyance of its people's communications, they are absolutely necessary in the interest

of commerce. Private enterprise has done much in its day to assist trade. Steamship, telegraph, railway, carrier, pony-express, and kindred companies have each carried on the world's trade, and seldom otherwise than with financial success, though in some instances government subventions have been given. At one time over a shilling had to be paid for the postage of a letter to or from friends or relatives who might have emigrated to seek a living in a distant colony, and who might have assisted to colonise and civilise by their emigration that very colony.

Distance ought not to increase cost, so far as the land of one and the same country is concerned. We can send a letter from Glasgow to Greenock for 1d., and the same weight (1 oz.) is carried for the same money to the other end of Ireland or to Jersey, but there it stops. The Postal Union, however, steps in to the relief, after more than one generation of nearly prohibitory rates to some colonies.

It cannot, however, be laid to the charge of the Postal authorities that no endeavour has been made to facilitate postal communi-

cation; for mails to every part of Britain and its possessions are not only frequent, but tolerably punctual. The anomalies in the rates of postage are, however, remarkable. If a letter of $\frac{1}{2}$ oz. be sent to Gambia, the Gold Coast, or Sierra Leone (3000 miles distant), it is (1890) 4d., while to Canada (distances ranging from 2500 to 5000 miles) it is but 2 $\frac{1}{2}$ d. A letter of $\frac{1}{2}$ oz. to Hong-Kong (9700 miles) costs 5d., while it is 4d. to Jamaica and British Guiana (4000 to 5000 miles).

To the Indian Empire, Australia, or let it be to New Zealand or Tasmania, the Cape Colony, or even Hong-Kong, the postage of letters is still too high, when it is considered that these places are part and parcel of the empire under the British Constitution.

We, in this country, not only require rapid, but cheap, communication with our colonies to keep up the interest with the mother-country. It will be the primary means of knitting together the common interests, imperial, commercial, and other, and bringing about the federation of a great empire, which is so much desired.

In the present day Mr. Henniker Heaton, M.P. for Canterbury, has done much as a reformer of postal administration. He has probably, more than any other member of the House of Commons, agitated for a reduction in the postal rates to the Colonies, more especially in reference to the rates to India and Australia, the former of which comes under class B of the Postal Union, the rate for a letter in that class being 5d. per half-ounce *viâ* Brindisi, while to Australia the rate is 6d. He has pointed out the absurdity of newspapers for foreign parts being carried at a comparatively low rate, when their bulk and weight are compared with that of a letter. He has further urged on Government the advisability of a cheap ocean postage to bind the Colonies more effectually with the mother-country. We can do no less than return thanks for these initiatory trials, and can only take Sir Rowland Hill's scheme of cheap postage as a precedent of successful and beneficial results, not only in this country, but in other quarters of the globe.

Regarding what may be termed the high rate of postage to the Indian Empire, it is alleged that the British Revenue loses a very large sum annually by British merchants sending their Eastern correspondence to France, where it is prepaid by French stamps at a less rate than if posted in this country. It seems somewhat incongruous that the mother-country should permit such an anomaly to exist. But the Government, of which Mr. Goschen is a member, is now arranging for a reduction of the postage to India and Australasia. The cheap uniform postage (2½d. per half-ounce), according to Mr. Goschen, will cause a loss of £80,000 at first. The machinery, however, being in existence, the most sanguine expectations may be realised. After 1st January 1891, it is officially notified that the reduction of the Ocean Postage (50 per cent. and more) will come into force to the following among other colonial possessions:—New South Wales, New Zealand, Queensland, South Australia, Tasmania, Victoria, West Australia, Fiji, Cape of Good Hope, Natal, Ascension and St.

Helena. And to India, which is in the Postal Union, the $2\frac{1}{2}$ d. rate is *viâ* Brindisi.

It is within measurable distance, according to Mr. J. Henniker Heaton in the *Review of Reviews*, that the United States Government will be in the van in establishing a penny post to Europe generally. In the broad expanse of the States a penny post is in existence; indeed the service is extended into Mexico.

The number of letters to and received from India in 1871-1872 was 4,728,503. 17,042,721 were exchanged in 1888-89 with the United Kingdom.

From New South Wales to the United Kingdom in 1879, 369,000 letters; 488,000 despatched to the colony. In 1888 the colony despatched to the United Kingdom 724,000 letters, and received from the United Kingdom 1,130,000 in return.

Victoria despatched in 1880, 474,000 and received 528,000 letters; in 1888, 806,000, and received 981,000 from the United Kingdom.

South Australia.—The increase in letters

from and to this colony amounts to over 100 per cent. between 1880 and 1889. In 1883 the colony received 706,000 letters, etc., and despatched 583,000 to the United Kingdom.

Queensland.—In 1879 this colony exchanged 324,000 letters with the United Kingdom, but in 1883 the letters had increased to 622,000.

CHAPTER XI.

COLONIAL POSTAGE-STAMPS.

THE head of Queen Victoria is diademed in every issue of the British Empire, excepting on the stamps of Jamaica, one issue of New South Wales, and one of Victoria, which are laureated, and some stamps of Mauritius, which are filleted.

One of the earliest British possessions to follow the mother-country in adopting postage-stamps was the colony of Guiana. These stamps, first issued in 1850, were struck by the hand in various types on various coloured papers, and are now of great rarity. The year 1851 saw a new and improved issue with the now well-known ship and motto of the colony, "Damus Petimusque Vicissim," engraved in black on face-coloured paper, manufactured by Waterlow and Sons, London. In all there have been some sixteen issues in this colony.

Turning to another quarter of the globe we find that Australasia was in the van with its postage-stamps ; indeed, it may be said that the colony of New South Wales was the first country to adopt for general use a postage-stamp for the prepayment of letters. In 1838 a letter-sheet, embossed with the Royal Arms within a circle, bearing the words "General Post-Office, Sydney, New South Wales," but without any indication of value, was issued at the price of 8s. per hundred to stationers in the town. The cost of a letter sent in one of the sheets or covers was one penny. The charge for letters posted and delivered in Sydney was one penny for a half-ounce, and twopence if not exceeding one ounce, while throughout the colony the rates were charged double. For some years the expense of conveying the mails entailed considerable loss, owing principally to the high price of labour and forage after the discovery of the gold-fields. The measures passed since 1840 in this colony have all been in the direction of cheaper postage.

The Australasian stamps are as a rule very pretty portraits of Queen Victoria in Her Majesty's younger days, but the first adhesive stamps of New South Wales bear views of the town of Sydney. These stamps, being issued as early as 1849, and of considerable rarity even in the palmy days of collecting, are worth describing. The penny stamps were printed from one plate of 25 (5 in a row), which was retouched, producing clouds, with the exception of one stamp. All the twopenny stamps were printed from plates containing 24 stamps (12 in a row). Consequent on this particular value being largely used the plates became much worn and the impressions faulty. It has now almost been established that there were five different plates, which may be classified thus :—

1. Vertical lines in spandrels.
 2. Horizontal lines, bale dated.
 3. do. do. do. undated.
 4. do. do. single cord on bale.
 5. do. do. pearl in handle of fan.
- There was one plate of the threepenny,

containing 25 stamps (5 in a row). It was never retouched, owing to this stamp being comparatively little used. The stamps were printed on at least six different kinds of paper, viz. hard yellowish wove; hard blue wove; soft unglazed yellowish; soft unglazed blue wove; thick yellowish laid; and on thick bluish laid paper.

The centennial issue of the stamps of New South Wales is, without any conventionality, pictorially historical from the time the colony was founded. The 1d. stamp is a view of Sydney; the 2d., an emu; the 4d., a likeness of Captain Cook; the 6d., head of Queen Victoria; the 8d., the lyre-bird; the 1s., kangaroo; the 5s., a map of Australia; and the £1 bears portraits of the Governors of the respective periods (1788-1888), viz. Captain Phillip and Lord Carrington.

Among the Victorian stamps will be found specimens of the "Too late" and "Registered" stamps. The former was of course used for franking letters as if posted in time; the latter for letters containing valuables. Unpaid letter stamps, *i.e.* stamps

affixed by the postal authorities to letters underpaid, are to be found in use in France, Italy, Trinidad and elsewhere.

The islands of Barbadoes and Trinidad had no values expressed in the first issues of the postage-stamps, the colour alone indicating the values. A brown-red or brick-red indicated 1d. in Trinidad, but in Barbadoes it represented 4d. Again, a blue colour in the former was the equivalent of 6d., and in the latter 1d. There was evidently at that time, therefore, no uniformity carried out in respect to colour in the stamps of those islands.

The postage-stamps of Heligoland are now mementoes of an interesting historical event. At the time of the cession of the island to the German Empire, on 9th August 1890, the whole of the stamps in the Governmental archives were sold to German postage-stamp dealers at their facial value. In all there were some thousands thus disposed of. Used copies are much rarer than unused copies of these stamps.

In Asia the stamps of the British posses-

sions are examples of fine design, engraving, and tone of colouring; this is especially the case with those issued in Ceylon and Hong-Kong. The Indian stamps possess a native tone of coloration. The green two annas of 1855 was a stamp printed for use, but not issued to the public; it is a great rarity.

In the African continent Natal is credited with having some of the rarest stamps extant. In the first issue, which is embossed on coloured paper, the blue ninepenny, and also the blue penny, are great rarities. The Cape of Good Hope stamps, which are triangular, bearing the figure of Hope reclining on a rock, have always been held in esteem by philatelists. There are two errors—viz. the ordinary colours of the penny and four-penny stamps being reversed—which are almost unobtainable. The provisional issue of 1860 was printed from wood, and the stamps are known as the ‘wood-blocks.’ In the year 1864 the shape of the stamp was changed to rectangular, and has continued so. Among the provisional issue of 1868-82 there are a few curious surcharged stamps. For

'three' the lettering is 'theee,' and for 'pence' 'pencb'; these are typographical errors.

The St. Helena stamps are remarkable, as the sole example of one die (the sixpenny) serving a whole issue of diverse values. Each of the eight values, from a halfpenny to five shillings, is printed on the stamp in black type over the engraved sixpence, which is cancelled by a bar varying in length, each stamp, at the same time, being printed in a different colour.

In 1847 district post-offices were established in the Mauritius. The postage on letters not exceeding half an ounce was two-pence, and not exceeding one ounce the rate was fourpence; and fourpence additional was charged later on for every ounce or fractional part of an ounce over the ounce weight. A letter posted and delivered in the same town was only charged a penny. Newspapers were carried free. Letters, when not prepaid, were charged double rate; but prepayment was optional. This important commercial British island-possession early

recognised the benefit of postage-stamps. The first issue (1847) was a native one, and was engraved by a native Frenchman in *taille douce*, the Queen's head being the design. On the sides "Post Office" and "Mauritius" are inscribed, and the values of one penny and twopence appear on the respective stamps. In the following year similar stamps were issued; the difference being that "Post Paid" was substituted for "Post Office."

Passing on to the issue with Britannia seated with Neptune's trident or spear, as it is on the stamp (a favourite design, not confined to the 'jingoos,' and which was also adopted in the West Indian Islands of Trinidad and Barbadoes, but now obsolete), we find a curiously surcharged stamp. The value (4d.) is enclosed within a black circle; this stamp was issued in 1854. In 1878 the pence issues began to be surcharged in rupees and cents.

About the year 1860 some mystery surrounded a stamp bearing the head of Mercury, and the words "Ocean Postage." This stamp was impressed on highly illuminated enve-

lopes of emblematical designs, and was issued by private enterprise in 1852 for the

purpose of directing attention to the proposed system of universal penny postage advocated by some enthusiasts. The inscriptions on the envelopes were generally "Britain, bestow this boon; and those in blessing blest will link all lands with thee in trade and peace," and, "Britain, from thee the world expects an Ocean Penny Postage to make her children one fraternity." It may be remarked that a space is generally to be found at the upper right-hand corner of the envelope to indicate the place where the postage-stamp should be affixed. The stamp in question, being in the left-hand corner, proved it to be purely an advertisement for the object named, and thus belonging to the category of 'bogus' stamps.

CHAPTER XII.

FOREIGN POSTAGE-STAMPS.

THE British black penny adhesive stamp has undoubtedly been the pioneer of the collective postage-stamps of the nineteenth century. It would indeed fill volumes to relate how Europe, and now almost the entire world, followed suit. The Brazilians, in 1843, simultaneously with the Swiss, were the first to adopt postage-stamps after Great Britain. Imitation is the sincerest flattery, and to the small kingdom of Leopold I. belongs the not unmerited honour of adopting, in 1849, a water-mark. The Belgian Government despatched an inspector from the Post Office in Brussels to report on the British Penny Postal system. The report was submitted to the Minister of Public Works. It was highly favourable in support of its adoption. A Bill was passed through the Legislature, receiving on 24th December

1847 the King's assent, but through unaccountable delay the first postage-stamps (of the values of ten and twenty centimes) were not issued until two years later.

The history of the German stamps is not without interest. As already referred to, the Princes of Thörn und Taxis were for over three centuries the Postmasters-General of Germany. Frankfort was their headquarters. In 1852 the Post Offices of Thörn und Taxis issued, for all the Northern German States within the control of the Princes of Thörn und Taxis, a set of postage-stamps with engine-turned backgrounds. Each stamp bore in the centre a large figure of value within a rustic frame, and a post-horn in each angle with "Thörn und Taxis" and "Deutsch: Oestr. Postverein" at sides. At top and bottom "Freimark" and value of stamp appear respectively, the latter was expressed in silber-groschen. For the Southern States a similar set of stamps was issued by the Thörn und Taxis Post Office in the same year, but the values were expressed in kreuzer. The House of Thörn und Taxis continued issuing stamps for Germany up to

the time of the transfer of the posts. Five different sets of adhesive stamps were issued for the Northern, and five for the Southern, States. The first issue was printed on coloured paper, the second on white wove paper imperforated; in the third the colours (not the values) were changed; the fourth was rouletted; and the fifth was rouletted on coloured lines. A large number of envelopes was also issued bearing embossed stamps. The war of 1866 was the means of dissolving the Germanic Confederation of 1815. The North German Confederation (which also included those States which did not assist or participate in the war with Austria) was formed under the Prussian dynasty. After the eventful war with France (1870-71) the Southern German States joined the combination, and the whole became a united Germany under the King of Prussia, who then became Emperor of the German Empire; the kings of Bavaria and Würtemberg alone being allowed to retain their sovereign rights. The postage-stamps of the North German Postal Confederation were first issued in 1868. The German Empire's stamps fol-

lowed in December 1871. The latest emissions of the Reichs-post have the German crowned eagle *impressed* on the postage-stamps.

During the Franco-German war, soldiers' letter-envelopes were issued by Prussia, Bavaria, Saxony, Württemberg, etc., for the convenience of the army in the field. The envelopes were various. Full and explicit directions were generally printed on them as to location of army corps, division, battalion, and company. For the artillery, cavalry, etc., batteries, squadrons, etc., were expressed on other envelopes. Besides these, there were others sold in Germany similarly printed, but which were used for correspondence with the soldiers in the field.

The postage-stamps of Spain, like those of France, are illustrative of the administration

of the country at various times. Queen Isabella II. is shown in profile-likeness in the issues of 1850-53. Then we touch on heraldry in the fifth issue,—the arms of Spain. The shield—quarterly: first

and fourth, gules, a castle ; second and third, argent, a lion rampant, etc.—surmounted by a royal crown, is descriptive of the union of Castile and Leon under Ferdinand III.—and overhanging which we find the Order of the Golden Fleece. A similar shield was sculptured on the monument of his daughter, the Queen of Edward I., in Westminster Abbey, date 1290, and is the earliest example known in England of a quartered shield. Following these issues, the Queen's profile is renewed in the years 1855-1869. Later on, during the revolutionary period and after the Queen's abdication, the allegorical head of Liberty is depicted ; then Amadeus ; Liberty seated ; War-Tax stamps ; figure of Justice ; Alphonso ; lastly, the present issue bearing the head of the royal baby, King Alphonso XIII. (born 17th May 1886). For the city of Madrid two stamps were issued in 1853, bearing the city arms—bear climbing tree, etc. These were merely used for local purposes, but the 3 cuartos is of great rarity. Among the Spanish stamps there is one of the value of the fortieth part of a penny.

The postage-stamps of 1870 and 1873 were also used for the prepayment of telegrams. Punching a hole was the means employed for obliteration. A punched stamp is therefore nothing more nor less than a telegraph stamp.

During the Carlist War, Don Carlos issued in August 1873 an imperforated stamp of the value of 1 real ($2\frac{1}{2}$ d.) bearing his likeness. There were several subsequent issues, the last being that of 1875. There was a special issue for the province of Catalonia, and another for Valentia, but not one Carlist issue passed through the perforating machine.

Almost simultaneously, the Spanish Government levied heavy taxes to meet the civil war expenditure. One of these was met by an imposition of additional postage. In 1874 war-tax postage-stamps were issued, the label on the stamp being lettered "Impuesto de Guerra." Several issues of similar war-tax stamps followed in quick succession, the latest being issued in 1877 to the public.

The Japanese have produced probably as many varieties of paper for printing their stamps on as any other Eastern or, for that matter, any other country. Up till recent years this formerly impenetrable country collected its postal revenue otherwise than by means of postage-stamps, the first emission of which dates from 1871; and the stamps are printed from copperplate on an ungummed native thin paper. The hieroglyphics engraved on the stamps of the first issue, and the whole design, are Japanese in origin. Some part of the Mikado's coat-of-arms appears on the stamps of each issue—the chrysanthemum being conspicuous. The values of the stamps are expressed in black letters, on either side of which the typical dragon rests against a Grecian pattern framework. The language as ordinarily written is in columns, and is read vertically. At first, the Japanese cut their stamps apart by scissors, but subsequently the postage-stamps were perforated.

The stamps of the second issue of 1872, like the preceding one, were engraved separ-

ately, forty stamps being in each pane of five horizontal rows, containing eight stamps in a row. The whole design of these stamps is complex. To the right and left of the inscription are floral illuminations, the one being a leafed branch of the chrysanthemum ; the flower itself, being separate, divides it from a branch of leaves and fruit understood to be that of the *paulownia imperialis*. On these stamps the values are expressed not only in Japanese symbols, but in Roman character. There are to be found, among the stamps issued in 1874, syllabic-characters, which seem to correspond with the plate numbers on the old British red penny stamps.

Natural history is well represented in the issue of 1875 ; for not only does the eagle appear as the principal design, but the pheasant and pea-hen are depicted.

The later emissions were, chiefly owing to increased intercourse with the United States and Great Britain, considerably Anglicised, the words "Imperial Japanese Post," and also "Japanese Empire Post," being first engraved on the stamps of 1876. The

stamps issued in August 1877 have as a centre-piece a so-called moon ; but, considering that they belong to the land of the rising sun, the probability is that it is old *Sol* himself, although the astronomical sign appears to have been rigidly adhered to.

In Japan the post-towns, which are situated on the high-roads, are next in importance to the castle-towns. The inns and tea-houses are a special feature of them. Travellers can hire coolies and conveyances, or may be sheltered for the night. The mails are received at and despatched daily from an office which each post-town possesses. The control of the mails is vested in the Mayor or Vice-Mayor of the district within which there is a post-town.

In the circular Cashmere stamps of 1866 and 1867 the value is indicated in annas in the centre of each stamp, in the early rectangular set in the inner oval, while in the subsequent issues it is expressed in the lower part of the stamp.

The United States Government, before making a general issue for the whole country,

sanctioned the introduction of provisional postage-stamps for some of the large cities. In 1844 two stamps were issued for the city of New York Post Office of the value of five cents. One was printed in black on blue paper, the other black on white paper. The stamp printed on the blue paper is extremely rare.

The year 1847 witnessed the first general issue of the United States Post Office. From that time the Americans have rigidly adhered in perpetuating the memory of their great statesmen by having miniature likenesses of them engraved on the postage-stamps. The heads of Benjamin Franklin and George Washington appear on the two stamps issued in 1847. In subsequent issues we find the effigies of Presidents Andrew Jackson (1829-37), Jefferson (1801-9), Abraham Lincoln (1861-69), Ulysses S. Grant (1869-73), etc.

The Departmental postage-stamps of the United States are those used officially by the Executive, Treasury, State, Justice, Post Office, Navy (coloured blue), War (coloured

claret), Interior, and Department of Agriculture (coloured yellow).

During the period that these stamps were current the numbers issued were—of the Executive 1600, Treasury 1,140,000, State 58,300, Justice 25,400, Post Office 253½ millions, Navy 81,400, War 1,144,000, Interior 533,000, and Agriculture 86,800.

There are some of the United States stamps of considerable pictorial interest. In the issue of 1869 the signing of the Declaration of Independence in 1776 is depicted, to which Declaration Benjamin Franklin was a party. The landing of Christopher Columbus is shown too. In commemoration of the Centenary of Independence the United States Post Office in 1876 issued various kinds of envelopes with an embossed stamp illustrating the progress of the century. The value of the stamp was three cents. It was printed in green and also in red.

Among the more interesting South American stamps are those of Peru, issued during the war, when the country was in possession of the Chilians (1879-83). The postage-

stamps had an inscription printed over them showing the Chilian arms of authority. The Republic of Chili adopted a portrait, in profile, of Christopher Columbus (Spanish "Colon"—which appears on the stamps) for its first issue, and it has been continued in a modified form throughout later issues. The early issues of Buenos Ayres are very difficult to make up. The galloping couriers are essays. Used copies, however, appear to have been met with. A most difficult country to collect is the Republic of Columbia, or Granada Confederation, or United States of New Granada, or United States of Columbia. This country's stamps appear under different names at different periods. The stamps of the issues of 1861 and 1862 are very scarce. Old *Sol* on the stamps of Uruguay was always a favourite design among collectors, but unfortunately, it would seem, there are, like 'Henry Clays,' more spurious than genuine ones in existence. On the first issue appears the word "Diligencia." In 1856 the only conveyance

used for transmission of the mails was by a diligence, hence the word "Diligencia." In later issues "Correo" and "Montevideo," "Republica Oriental," "Republica del Uruguay (Correos), etc.," are engraved on the stamps.

CHAPTER XIII.

PHILATELIC MISCELLANY.

It is but right to allow that the student of philately has no inconsiderable interest in his pursuit. To collect and discriminate the stamps of various dies, or those printed from resuscitated plates, to discern the various shades of colour, errors and differences of type, water-marks and perforations, and also the numberless qualities of paper, requires no mean judgment. Like the student of nature, his mind is stimulated to inquiry by the infinite variety which surrounds him.

There are, no doubt, freaks of nature to be found in eggs which will enlighten the student of oology. The egg of the now extinct

auk¹ is valued at somewhere about £160, and where would you find any one willing to pay that sum but among those interested in the subject?

Apart from the mere collecting of postage-stamps by young persons, the pursuit must necessarily assist them in educational matters. The geographical and topographical position of places become impressed on the mind. The philatelist (Gr. φιλέω and ἀτελής), a lover of franks or stamps, will acquire a knowledge of currencies. The kings, emperors, and rulers are matter of a country's history. The arrangement of postage labels gives to the student a taste for order—a necessary adjunct to a man's qualifications—and while the simplicity which attaches to the examination and arrangement of stamps by the beginner entails untold pleasure in his spare moments, the advanced collector combines study with pleasure.

Most people find pleasure in some undertaking. A hobby of any kind is often a bore to the person not interested, but that person

¹ The great auk became extinct about the year 1840.

may also have a hobby of which he or she is not aware. We cannot find fault with the book or butterfly hunter, fern or old china collector. Numismatics and conchology have each their charm ; while the fair sex accumulate bonnets, and other paraphernalia, they unwittingly become collectors of things æsthetical. And yet withal we have solid collectors of postage-stamps enlisted from every rank of society. The charm of collecting finds no abatement, for we read in the daily press that even auction sales of stamps are now being held in the Metropolis and in the United States,—the prices realised being, in some instances, such as only a Rothschild could entertain. The only regret in the pursuit of philately is that the deeper and further one goes into it, the more expensive it becomes. Yet the purchase of stamps is a good money investment. The advice may be given—try the experiment of collecting, and observe the fascination. But a beginner has much to contend with in the selections he may make for his album. Forged and ‘bogus’ stamps (the latter

being, as the name implies, a stamp which never existed in reality) are too frequently to be met with. A collector must be on his guard against these and reprints. If he is not gifted with the function of discrimination, he will utterly fail as a collector.

The collecting of stamps leads to minute inquiry respecting the various means of engraving and lithographing stamps. The collector obtains a fair knowledge of the qualities and kinds of papers manufactured. It also gives him a taste for artistic designs. In short, anything which is collected, even although it assume the form of a hobby, will encourage research and bring information to the devotee.

If numismatics can be termed a science, then there can be no cogent reasons for not applying the same to philately, for philately surely leads to similar ends.

When postage-stamp collecting was a *furor*, collectors' albums adorned every drawing-room table. Little attention, however, was directed to perforations, water-marks, or paper on which the stamps were printed.

Indeed, up to recent years, some collectors were unwilling to take cognisance of varieties of stamps created thereby. This was principally, no doubt, owing to use and wont. The advance in the science of philately has, however, converted those who hesitated to move with the times, and now it is agreeable to note how varieties of stamps are eagerly sought after. Among the Australasian stamps the varieties of paper on which they are printed are remarkable. There are thick and thin and intermediate qualities of white wove paper, and there are also tinted and toned wove papers. In describing a wove paper it may be said that it is such as a book or newspaper is printed on. The penny black stamp is an example of toned wove paper. Laid paper has narrow parallel lines in it, ordinarily to be found in note-paper, and as distinguished from plain or wove note-paper. Either of these may be glazed, thus forming another variety. Then we have ribbed, quadrillé, pelure, bâtonné, etc., papers. Ribbed requires no definition. Quadrillé has crossed lines,

close or far apart, forming squares. Pelure is somewhat of a thin hard and crisp texture. A variety of New Zealand stamps of the issue of 1859 is printed on such paper. Bâtonné is like foreign note-paper, showing parallel lines at some distance apart.

The development of the adoption of adhesive stamps by other nations has been gradual. The primitive workmanship of some of the Indian Native States and Afghanistan stamps is not without historical record of those parts. Early advanced in civilisation in some respects, the natives are backward in the modes of engraving or printing, as their stamps testify. The Bhoor stamps may be cited, although printed within the last ten years. The shapes of the half and one anna to some extent distinguish the values. Both are printed in the same colour. The former is a transverse oval, the latter oblong. As regards some states, they have become initiated into the European fashion of printing on various papers for the benefit of stamp-dealers at the expense of the collector. This artifice will, however,

become soon played out, no doubt, but so long as there are collectors to be found willing to add all the varieties of types and papers manufactured, the supplies will go on *ad infinitum*.

So far back as the year 1858 cutting stamps in half for the purpose of obtaining the postage required for a letter had been tried. In many British colonies the practice about this time was not uncommon. The colonies of Nova Scotia, New Brunswick, and Newfoundland frequently prepaid their letters by half of a shilling stamp cut vertically or diagonally. In the years 1880-81 a number of the stamps of the West Indies were perforated through the centre, and the two halves were surcharged with the value required. In some of the British island possessions a certain stamp had become used up, and before the new supply arrived from the mother-country it was found necessary to surcharge an issue, in little use, with the value required. It is said that the surcharged 4d. St. Vincent (issue of 1880) was one of those provisionally

issued pending the arrival of the mail from Great Britain.

Surcharged stamps are used largely in the British Colonies and other parts. They denote, in the islands of Mauritius, for instance, a change of currency. In the years 1863-72 there was an emission of Mauritius stamps varying in value from 1d. to 5s., but, chiefly owing to the proximity of the Mauritius to, and the large extent of commercial transactions with, India and Ceylon, it was deemed advisable to alter the currency. An Order in Council of 12th August 1876 was proclaimed in Mauritius on 25th November 1876, and in January 1877 the Governor was empowered to specify from time to time by proclamation under the authority of the Secretary of State, such silver, copper, or bronze token-coins as might appear desirable to be received as legal tender for such sum, not exceeding five rupees, as might be named in the Proclamation. This power has been exercised in the creation of subsidiary coins such as 20, 10, 5, 2, and 1 cent pieces

—one cent representing a hundredth part of a rupee. Besides these subsidiary coins, the silver half-rupee, quarter-rupee, and eighth of a rupee of India were legalised with the rupee by the Order in Council of 12th August 1876. Immediately after the introduction of the new coinage in the islands, a new issue of postage-stamps followed. Being made in London, the stamps were not issued until January 1878. The issue had the values from 2 cents to 2 rupees 50 cents surcharged in black over the stamps of the pence issue.

A number of various postage-stamps are now printed in aniline colours. Those stamps, which are lithographed and type-printed, are liable to be affected by exposure to light. This especially is the case with those that are not printed in the primary colours. We have seen a light-purple typographic stamp transformed into a very pale lilac, and lilac stamps with the pigment almost completely removed. But stamps of line-engraving are hardly liable to be affected, and this applies largely to all issues of an early date, when

design, paper, ink, and engraving were of first import. Nowadays economy in production seems to bear sway, and the advance appears somewhat of a retrograde order, at least from a collector's standpoint.

The aniline colours which are now used in printing postage-stamps in different parts of the globe include blue, navy blue, blacky brown, bismark brown, cardinal and crimson reds, green, lavender, magenta, maroon, mauve, mulberry, orange, pink, puce, purple, red, scarlet, solferino, violet, and yellow. Black is also included. The cheapest of these pigments are the browns.

Some scientists prefer the centigrade thermometer to the Fahrenheit for the purpose of measurement, and in like manner the French centimètre scale has been adopted in preference to the British inch-scale, owing to small measurements of postage-stamps being more accurately recorded when ascertaining them.

We have yet something to learn from the Americans. In 1885 the United States Post Office issued an 'express' or special delivery-

stamp of the value of ten cents. The design is that of a special messenger in the act of running, holding a letter in his hand. Any letters bearing such a stamp required to be posted in a special delivery post-office. The letters are delivered much in the same way as telegrams by boy-messengers. In large cities of this kingdom, when congestion at the post-offices is rife at Christmas-time, business communications by 'express-posts' would be certain to reach their destination promptly. In 1888 a similar stamp was issued with the words inscribed "Any Post Office." We here give an illustration of the 1885 stamp.

The collecting craze is ubiquitous. In Germany, France, Austria, Italy, Spain, Australia, and the United States of America, philatelic societies abound in every town of any importance. The societies publish, in

many instances, monthly articles on resuscitations, discoveries made, and of matter interesting to those engaged in the pursuit of philately. The magazines have a wide circulation and have eminent contributors. Among the many published may be mentioned the *Philatelic Record*, *Stanley Gibbons' Monthly Journal*, *The Stamp News*, *Le Timbre-Poste*, *Le Philatliste Universel*, *Le Collectionneur de Timbres-Poste*, *Illustriertes Briefmarken Journal*, *La España Postal*, *The American Philatelist*, *The Philatelic Journal of America*, *The Metropolitan Philatelist*, *The Eastern Philatelist*, *The Stamp World*, *The American Journal of Philately*, *The Philatelic Monthly*, *The Dominion Philatelist*, *The Philatelic News*.

To meet the large army of philatelists in the United States—in New York alone there are some 3000 collectors—postage-stamp dealers are largely on the increase; numbers of them have no offices, but transact the business through the post. In the United States there are some 500 large dealers alone.

Many collectors, perhaps judiciously and

wisely, collect but the stamps of Great Britain, her colonies and dependencies; others, the stamps of one British colony only; and there are likewise collectors of European, Japanese, and Australasian stamps respectively. To collect the whole world's stamps is indeed an undertaking of great magnitude. In nearly every known collection of postage-stamps gaps are to be found here and there. An advanced and scientific collector would not, for example, be content with collecting one green 5d. Ceylon (crown and C.C. water-mark, perforated twelve and a half); he must have varieties, and will add the yellow-green, olive-green, and full-green shades; he will also add an olive-green without perforation—an error. He will further seek to obtain short and long types of water-marks of the same 5d. stamp. He does not even stop there. If he be a collector of British stamps the full pane of the 1d. blacks or 1d. reds (used copies) would have to be reconstructed. And in this way an enthusiast will collect certain stamps of New South Wales, the

stamps of Victoria (2d. 1857), Afghanistan, Japan, Mauritius, Philippine Islands, etc.

We have collectors who make proof-stamps a speciality. The value of the proof-copy of any stamp is not always greater than a later impression of the same stamp postally used or unused. A proof British Colonial stamp should always be, if it is not, better value than a used copy at any rate. Why a 'proof' should be looked upon as being in the position of an 'essay' it is difficult to imagine.

A 'proof' is the first copy or copies—one may be the 'artists'' and others the 'printers'—off the plate. In the colonies, as in this country, the practice of sending out proof-copies to postmasters, it appears, was discontinued about the year 1870. The 'proofs' were merely used as a means for the officials becoming acquainted with the new issues. "Specimen" was usually printed across the stamps. This superscription, however, on the stamps of the United States has a different meaning. The stamps thus marked are considered remainders, and the word

“specimen” prevents their use during another currency. Such stamps are sold for a purpose other than prepayment of letters. Postage-stamps marked “cancelled,” as for instance some Mauritius stamps, indicate that they are not only obsolete, but that the remainders have been sold to dealers. Spanish stamps having one or more horizontal bars printed across them imply the same thing. Italian stamps having the word “Estero” over the face indicate they are, or have been, in use in the Italian post-office agencies in Africa and elsewhere.

An ‘essay’ is a stamp which has been submitted for approval to a government’s officials, but not accepted. It may have been even officially printed and gummed for trial.

It is now generally accepted as a fact that a large proportion of the forged stamps of all nations has been manufactured in Hamburg, Leipzig, Nürenberg and Zürich. It has been further stated that some of those conducting so nefarious a business have amassed fortunes; but this occurred in the palmy days of stamp collecting, when there were many,

too many, novices to be hoodwinked, and when exchanging stamps was universal. There are exchanges even now in Paris, Berlin, Vienna, and St. Petersburg, where collectors do congregate. Forgeries are chronicled as they are discovered. Pamphlets have been published pointing out where the differences exist between the genuine stamp and the forgery. But unfortunately these publications fall into the hands of the unprincipled, who make use of the talent and ability displayed by the philatelist in his minute description of each faulty line or drawing, and a new forgery soon appears on the scene, clear of the errors described, but generally wrong in some other detail, which is at once published. These are some of the aggravations which beset the collector in his early days of collecting; but those in the secrets, having become wary after years of experience, are generally on the *qui vive*. The preventives against forgery are known best to the respective governments. Seldom have any of the British stamps been forged. Among them is one

in which there is a microscopically engraved hair line. The early Russian stamps were printed in colours in such a way that any attempt to remove the post-mark with a view to re-using the stamp was at once frustrated by reason of the colour admitting of removal first. In the detection of a forged stamp the post-mark should be examined first ; then the perforation, which is seldom or never right, owing to the expense of a real perforating machine ; next the water-mark, if any ; and lastly the stamp itself under a powerful glass, which will generally reveal the defects. Engraving, pure and simple, is too expensive a method of production, and the other artifices practised must of necessity require careful study.

The Spanish Government have had nearly every year, or other year, new emissions of stamps to protect itself against forgery. The postage-stamps generally bore in figures the year of issue.

A form of forgery is that of changing the colour of a genuine stamp. No special at-

tention is drawn to the stamp being an error of colour printing ; but the collector, knowing that such errors do actually exist in stamps (but not in the stamp before him), concludes that he is getting 'a catch,' and very naturally grabs at it, although a high price is put upon it. The stamps which are generally changed are either violet, blue, or green in colour. The violet stamp is sometimes changed into a pink by the extraction of the blue pigment by the use of chemical agents, the green into a blue by the extraction of the yellow, and blue into black. Some Tasmanian stamps (green) water-marked 2 have been chemically changed to blue. Another form of forgery is the printing over in black type on a genuine stamp an imitation of any surcharge which may have actually been placed by those empowered by government to do so. A five-shilling Cape Colony rectangular stamp, superscribed Bechuana-land, was the subject of a now famous libel case. It was tried in the Queen's Bench on 4th February 1890, and lasted three days. Imperforated stamps are sometimes turned

into perforated stamps for the sake of obtaining an unknown variety.

Through the instrumentality of one dealer in foreign postage-stamps, Mr. Palmer, London, it seems a clause was included in a Bill which was passed in 1884 making it illegal to manufacture, sell, or deal in fictitious stamps, etc. The provision (Sect. 7) of the Post Office (Protection) Act, 47 and 48 *Vict. cap. 76*, which deals with the subject, is as follows :—

“A person shall not—

- (a) Make, knowingly utter, deal in or sell any fictitious stamp, or knowingly use for any postal purpose any fictitious stamp ; or
- (b) Have in his possession, unless he shows a lawful excuse, any fictitious stamp ; or
- (c) Make, or, unless he shows a lawful excuse, have in his possession, any die, plate, instrument, or materials for making any fictitious stamp.

“Any person who acts in contravention

of this section shall be liable on summary conviction on a prosecution by order of the Commissioners of Inland Revenue to a fine not exceeding twenty pounds, subject to the like right of appeal as in the case of a penalty under the Acts relating to the excise.

“Any stamp, die, plate, instrument, or materials found in the possession of any person in contravention of this section, may be seized and shall be forfeited.

“For the purposes of this section “fictitious stamp” means any facsimile or imitation or representation, whether on paper or otherwise, of any stamp for denoting any rate of postage, including any stamp for denoting a rate of postage of any of Her Majesty’s colonies, or of any foreign country.”

To collect indiscriminately a million postage-stamps off old letters requires some amount of patience and time. But to be coolly told that your philanthropic labour has been thrown to the wind after collection is scant comfort. Yet the object of those scamps who proposed the clever dodge of getting people to beg of other

people for a million postage-stamps for the professed purpose of providing a home for some helpless orphan, or for something else, was a good swindle to obtain something for nothing. The motive, of course *a good and kind one too*, brought into possession many millions of rare stamps, which were turned into gold, while the proceeds were, through some slight overlook, omitted to be sent by these would-be saints to the guardians of the orphan !

Would any one venture to say that such imposture was years ago practised in this country, when every one was collecting for the named object, and when missions to China were assisted to save Chinese female children from destruction ? To-day comes the tidings from a foreign land that a certain circular requests old postage - stamps for a similar object ! Is it possible that the sender has a gift of an entrant into a hospital, and that on selling the stamps (taking care to return all the very valuable ones to their rightful owners) he grants an admission ?
O tempora ! O mores !!

It may be well to remind young collectors that postage-stamps should never be immersed in hot water to dislodge any paper adhering to them. The colour of a stamp may be extracted thereby. Cold water alone should be used; and, as regards the earlier Russian stamps, they should be laid on a sheet of wet blotting-paper, care being taken that no moisture touches the face of the stamps.

The question has been often put: "How are some stamps so valuable?" Well, there are more reasons than one to account for it. Bearing in mind that the craze for collecting these miniature historical pictures began no earlier than the sixties, and as people generally before that time knew little or nothing about philately, they destroyed their letters; little wonder, then, that at least some stamps became valuable, and were eventually classed with the 'unattainables.' Another reason to adduce in support of high values is that there were certain issues of stamps which saw a currency but for a year, and indeed for a very much

shorter period. Again an engraver's error of one stamp in a plate would enhance that stamp's value enormously. Besides which a variety of paper, used for printing the same stamp on, creates a vast difference in value. Take for example the four cents type-set circular yellow British Guiana of 1850. This stamp printed on quadrillé paper is worth about £20, but if printed on a thickish paper, it commands at least £25. Touching on the subject of rarities and their commercial value, it may be pointed out that Herr Philip von Ferrary and Mr. T. K. Tapling, M.P. possess some of the rarest stamps extant. When it is told that one of the collections is worth £50,000, it will give the reader some estimate of the 'gems' that are in it. A pair of the 'Post Office' Mauritius stamps is nearly worth the value of the best carriage and pair procurable; and only recently a very fine specimen of the 'twopenny' was on sale at the price of £200. The blue circular (12 cents) British Guiana (see No. 162 of the *World's Postage-Stamps*) is valued at about £12.

The 12 penny Canada (see also No. 162) issued in 1851, overprinted "specimen," is worth about £5. The 2 reals Spanish stamp, issued 1851, is worth £8. The 2 annas green Indian, printed in 1855, is worth about £4. The 1 shilling Nova Scotia, and the 1 shilling New Brunswick are worth about £5 apiece. The provisional Neapolitan blue (cross) is worth about £3. Within the last few years the prices of some stamps have risen 10, 20, and even 30 per cent. in value. It might appear somewhat of a paradox to say the dearer the stamp the cheaper it is; but we find among the thousands of stamps issued a low facial value of a certain issue selling at a high price, whilst a high facial valued stamp may sell at considerably less money; but in such circumstances it may be owing to a faulty water-mark: *i.e.* it may be found misplaced in the low-valued stamp by reason of the water-marked sheet at the time of printing being reversed by the operator, or by a sheet containing water-marks intended for another stamp being erroneously used.

So far as value is concerned in regard to postage-stamps, it may be here observed that the older the emissions the more valuable are the stamps. But while saying this—and there are exceptions to all rules—the rule does not always apply. For instance the present value of the 1d. black adhesive British, issued 1840, is its facial value only. The same stamp with V.R. in the upper angle is worth about £5, whilst the Jubilee 1d. Letter-card is worth 15s. if obliterated at the Guildhall. But among the stamps most coveted by collectors are the very scarce Mauritius stamps issued in 1847, bearing the words “Post Office,” the first issues of Réunion, Hawaii, British Guiana, etc. The first issue of Hawaii is worth about £250. But the value of any stamp solely depends upon its condition. A 1d. Mulready envelope may be worth 10s., but an inferior copy would only realise 2s. 6d.! A proof on India paper commands about £10. The Jubilee envelope is worth about 5s. if cancelled at South Kensington. The ordinary blue triangular 4d.

Cape of Good Hope is worth little more than its facial value.

The errors in paper and water-marks have regulated to some extent the commercial value of postage-stamps. We find that while a certain Australian stamp is only worth 1d., the identical stamp (so far as outward appearances go) bearing an error in the water-mark is worth several pounds.

It is a curious fact, and one worth notice, that the highest price for stamps is paid in the country to which they belong. This, in part, keeps up the prices of stamps all over the world. For instance, in Canada the purple-black 6d., green 7d., or blue 10d. (on either thin or thick paper) are dearer than they are in the United Kingdom.

JUBILEE OF THE PENNY STAMP.

MAY 6TH, 1890.

“Only a penny” they used to say,
With something of scorn, in the olden day ;
Too little to give, too small to lend,
And fit for nothing but just to spend.

Forgetting the shore is but grains of sand,
They wasted their pennies with careless hand ;
Forgetting the ocean is made of drops,
They squandered their pennies in toffee-shops.

But time went on, and there came a day
When scorn of the penny vanished for aye,
And England cried from end to end—
“All hail to the penny, our potent friend :”

For into a stamp had it blossomed that day,
And over the Kingdom ’twas winging its way ;
Eastward and westward, o’er Britain’s fair isles
’Twas speeding folk’s letters for hundreds of miles.

No more doth the postman, with loud rat-tat,
Demand a sixpence, or more than that ;
“Here is your letter,” is all he need say,
And we take it, rejoicing there’s nothing to pay.

No more shall the penny know flouts or jeers,
We have blessed it daily these fifty years :
Where once we wrote one letter, now we write many,
And thank Rowland Hill each costs “only a penny.”

HARRIET POWER.¹¹ In the *Stamp Advertiser*.

PREFACE TO PART II.

THE author had intended to issue the following catalogue during the run of the Edinburgh Exhibition, but owing to unforeseen circumstances it was unavoidably postponed. He trusted that it might have been of some assistance as a guide to the collection of the World's Postage-Stamps which were arranged alphabetically, chronologically, and under the five continents.

The author, on behalf of the Philatelic Committee, takes this opportunity of thanking one and all who so kindly contributed to the Jubilee collection in the Postal Section of the Edinburgh International Exhibition. The Committee experienced great

difficulty in the selections they had to make from the stamps submitted by collectors. In too many instances it was found impracticable to accept stamps, for the simple reason that they were gummed down to the paper, and not mounted on the new and approved system by means of small pieces of paper, or hinges which are affixable partly to the stamps and partly to the sheet. The Committee found themselves obliged to draw largely on their own collections for the foregoing reason, and also owing to the objections raised as to the stamps having to remain on view during the full period of the Exhibition—six months.

The collection could not therefore be considered completely representative of Scottish collectors. The appeal for stamps was not extended South, owing to the possibility of interfering with the larger and more important exhibition at the Portman Rooms.

Owing to want of space and time, it was deemed necessary to preclude some late

emissions of some countries, but it must be here observed that, as a rule, all the best and rarest stamps are to be found in a country's early issues.

The Jubilee of cheap postage has been commemorated in a similar manner elsewhere, viz. in London, Vienna, Leeds, etc.

JUBILEE CATALOGUE OF THE WORLD'S POSTAGE-STAMPS.

NAMES OF EXHIBITORS (IN ITALICS).

*DATES OF FIRST ISSUES, and other particulars of
interest.*

EUROPE.

1. **Austria (1850).**—The empire of Austria-Hungary was the first country to adopt post-cards (1869, October 1).

Curiously enough the empire has two distinct issues of postage-stamps—one for Austria and the other for Hungary; but the dual control of the empire is in a sense responsible for that. The arms were superseded in the issue of 1858 by the head of Francis Joseph. A large number of these stamps have been reprinted.

Archibald Blackburn.

2. **Austrian Italy (1850).**—The coinage was in centesimi and soldi, unlike Austria proper. There are shown on this page some of the Austrian newspaper stamps with the head of Mercury. Lombardo Venetia, now Italian, discontinued issuing stamps after 1866. Some of the envelope-stamps, if originals, are scarce.

Archibald Blackburn.

3. **Baden (1851).**—Facial numerals describe the value of the first adhesive stamps. The later issues bear arms of the Grand Duchy. This State was merged into the German Confederation, and has had therefore to adopt the new stamps.

Archibald Blackburn.

4. **Baden (1851).**—Envelopes (including Field-post envelope which was in use during 1870-71 war).

Archibald Blackburn.

5. **Bavaria (1849).**—This country as well as the contiguous kingdom of Würtemberg still issues its own stamps. The 1 Kr. black (two varieties) is still considered a scarce stamp. It has been largely forged.

John Walker.

6. **Belgium (1849).**—The first issue of stamps of this country, bearing the head of King Leopold I., shows fine line engraving. The engraver was Weiner of Brussels. This country, after Great Britain, was the first to adopt a water-mark. Messrs. De la Rue and Co. engraved the issue of 1865-66 on *glacé* paper, profile to the left.

Rev. J. A. Dunbar-Dunbar.

7. **Bergedorf (1861).**—The stamps of this free city are unique; the size of the stamps being regulated by their facial value. There are one or two of these stamps of great rarity.

Archibald Blackburn.

7. **Bremen (1855).**—This very ancient and formerly free city has issued stamps bearing its arms. They are to be found imperforated, *percé en scie* and perforated ordinarily. All issues having been largely reprinted, obliterated copies are generally preferred by collectors.

Archibald Blackburn.

8. **Bulgaria (1879).**—These stamps, bearing a rampant crowned lion, are somewhat after the style of the Russian stamps. The five stotinki, black and blue provisional of 1884, is a rare stamp.—One hundred stotinki = 10d. British.

R. S. Richardson.

8. **Bosnia (1879) including Herzegovina.**—Since the Russo-Turkish war (1877-78), the country has

been under the administration of the government of Austria-Hungary and has issued but few stamps, none of which are rare. *R. S. Richardson.*

9. **Brunswick (1851).**—Some of the stamps of this German state (now merged in the Empire), are of considerable rarity. The design of the stamps generally has always been a favourite with collectors. The town stamps marked as such are of little value. A post-horn is to be found among those stamps which are water-marked. *Archibald Blackburn.*

10. and 11. **Danubian Principalities, Moldavia (1858).**

10. and 11. **Moldo-Wallachia or Roumania (1862).**—Among the Moldavian issues are to be found some of the rarest European stamps. There is an issue which is said to have been distributed by officials of the Post Office in Jassey, but the history of these stamps is very conflicting, and doubts here have been expressed as to the genuineness of them. The head of Prince Charles appears in the issue of 1866. *Archibald Blackburn.*

12. **Denmark (1851).**—This little kingdom was one of the first European countries to adopt for their postage-stamps a water-mark and other preventatives against forgery. After the accession of Christian IX. to the throne on 15th November 1863, a new set of stamps was issued. *R. S. Richardson.*

13. **Denmark (1851).**—(Locals.) Some nice varieties shown here. *R. S. Richardson.*

14. **Finland (1845, Envelopes ; 1856, Adhesives).**—The stamps of 1860 and some later issues are perforated differently from other countries, the perforation being technically known as the serpentine perforation. There are some rarities among the early stamps shown.

John Walker.

14. **Modena (1852 and 1859).**—The stamps issued by the Duchy for newspapers were printed on violet-coloured paper in 1854 showing varieties of type. The provisional issue (as inscribed), before Modena was incorporated as a province of United Italy in 1860, is of historical interest.

John Walker.

15. **France (1849) and Colonies (1860).**—This country's stamps are some of the most historically interesting—

Two Republics, the Presidency, the Empire and its downfall are all depicted on the stamps. Among the First Republic will be found the *rara avis*—the one franc printed in orange. The colonial stamps shown here are those issued during the Empire, and bear the French eagle. There are also two reprints of the first Réunion stamps and one of New Caledonia included.

Archibald Blackburn.

16. **France (1849) and Colonies (1860).**—Among these stamps are to be found those issued at Bordeaux when communication with Paris was cut off owing to the German investment. The colonials shown are similar to the stamps of the Empire and Republic. They are not perforated.

Archibald Blackburn.

17. **France (1849) and Colonies (1860).**—A balloon letter-cover, unused, is shown here. This means of communication was resorted to during the investment of Paris. [No. 68 contains letters marked "Par Ballon Monté," which arrived at their destinations out of Paris.] A set of stamps said to have been issued by the Commune is also shown here. The number of stamps on the three pages is 189. No issues subsequent to 1878 shown.

Archibald Blackburn.

18. **German States (1852).**—Both the Northern and Southern States of Thürn und Taxis had the valæes

expressed in large numerals on the stamps issued by the Princes who farmed the Post Offices. The values of the Northern were in silber groschen, and the Southern, where florin money was used, in kreuzer.

Rev. J. A. Dunbar-Dunbar.

19. German Confederation (1868).—The North German Postal Confederation which followed, retained the currency of the States, but smaller figures expressed the values. The provisional envelopes are great postal curiosities.

Rev. J. A. Dunbar-Dunbar.

20. German Empire (1871).—The Empire, the States now being welded together, issued a new design, the Prussian eagle being conspicuously embossed in the centre of the stamps.

Rev. J. A. Dunbar-Dunbar.

21. German Field Post Envelopes (1870-71).

Archibald Blackburn.

22. Gibraltar (1886).—For about twenty years this important fortress-town used nothing but ordinary British stamps for prepayment of letters. The first issue (1886) was Bermuda stamps surcharged. The present issue (1889) is expressed in Spanish money. The stamps shown are complete.

Rev. J. A. Dunbar-Dunbar.

22. Alsace and Lorraine (1870).—Issued by German authority during occupation of Versailles and the conquered country. There are two varieties of background network shown, the one set having engrailed, and the other invected lines.

Rev. J. A. Dunbar-Dunbar.

23. Great Britain and Ireland (6th May 1840).—1d. black, and 2d. blue imperf. and unused, and Mulready's 1d. envelope and 2d. cover, shown here.

John Walker.

24. Mulready, one penny cover (unused).

John Walker.

25. Mulready envelope, 2d. (blue), unused.

John Walker.

26. (1841 to 1867).

John Walker.

27. (1869 to 1884).

John Walker.

28. (1887 The Queen's Jubilee issue).—Also Fiscal stamps used for postage.

John Walker.

29. British Parcel and Circular Delivery Companies' stamps, also Newspaper tax-stamps. The stamps shown are originals.

Archibald Blackburn.

30. Greece (1860).—The first issue of this country's stamps was engraved in Paris, and is distinguishable by the fine workmanship. The Athens impressions show inferior work. The head of Mercury has not yet been superseded. The unpaid letter-stamps, however, are expressed in numerals.

R. S. Richardson.

31. Hamburg (1859).—Stamps of this important German city and seaport are expressed in castellated figures of value. They were more useful than artistic.

R. S. Richardson.

32. Hanover (1850).—The Royal Arms of this State are inscribed over a shield which contains the expressed value on coloured paper. The designs of later issues are various, the profile of King George V. being first shown in the 1859 issue.

Miss C. J. Carphin.

33. Prussia (1850).—The head of King Frederick William IV. is to be found in all the early issues. In the issues of 1857-58, the *burelé* pattern can be observed on the stamps with a microscope. *John Walker.*

33. **Heligoland (1867).**—This formerly small British island-possession, now ceded to Germany for a consideration, bears on the stamps shown the impression of the Queen's head. The combinations of the colours of these stamps are as various as the values which are represented. The national colours, in which all the stamps are printed, are described in the well-known lines:—

Green is the land,
Red is the rock,
White is the strand—
These are the colours of Heligoland.

John Walker.

34. **Holland (1852).**—The head of the King which is depicted in the first issue is quite after the Dutch School, and none of the later issues can bear any comparison with it from an artistic point of view.

John Walker.

35. **Hungary (1870).**—The issue bears the head of King Francis Joseph or Emperor of Austria. In the lithographed issue are to be found some nice prismatic shades. The present issue bears the arms of Hungary in the centre of the stamps.

Rev. J. A. Dunbar-Dunbar.

35. **San Marino (1877).**—The stamps of this small Republic (Italian) are uninteresting as a whole; none of them are rare.

Rev. J. A. Dunbar-Dunbar.

36. **Iceland (1873).**—This somewhat important Danish possession can boast of a comparatively large number of postage-stamps. The increasing trade, notwithstanding a sparse population, is probably the cause. The coinage is the same as that of Denmark.

Rev. J. A. Dunbar-Dunbar.

36. **Ionian Isles (1855).**—These Isles, which were ceded to Greece in 1863, had but one set of postage stamps. Three being the total number, the two used copies shown are rarities.

Rev. J. A. Dunbar-Dunbar.

36. **Malta (1860).**—This important island had for nearly a quarter of a century no other stamp of its own than the well-known buff-coloured halfpenny which did duty only in the island. The present issue includes a 5s. stamp bearing the Queen's head within a Maltese cross.

Rev. J. A. Dunbar-Dunbar.

37. **Sardinia (1851, Adhesives).**—The Sardinian impressions on the envelopes or letter-sheets were chiefly used by Ministers of State. They were issued in 1819. The head of Victor Emmanuel appears on the early adhesives. Nice used and unused copies (shades) are shown here of the full issues of 1851-3-5.

Archibald Blackburn.

38. **United Italy (1863).**—There are no stamps of special rarity among those shown here.

Archibald Blackburn.

39. **Two Sicilies.**—The Neapolitan stamps of 1860, issued by the Provisional Government, including $\frac{1}{2}$ tornese blue, are shown here, also a complete set of the issue of 1861, with the head of Victor Emmanuel to the right. These stamps were used in Sicily also at the time of incorporation with the kingdom of Italy.

Archibald Blackburn.

39. **Parma (1852).**—This Duchy is now incorporated as a province of the kingdom of Italy. The provisional issue of postage-stamps of 1859 is shown here.

Archibald Blackburn.

39. **Tuscany (Grand Duchy) (1859).**—The Savoy cross issue shown here was a provisional one before the incorporation with Italy. *Archibald Blackburn.*

40. **Lübeck (1859).**—This formerly free city issued a considerable number of stamps up to 1865. They have been largely forged and reprinted. *Archibald Blackburn.*

41. **Luxemburg (1852).**—The head of the Grand Duke, the King of Holland, is like an old engraving. The Grand Duchy has issued a large number of stamps since 1863 bearing the arms of the country. The coinage is in centimes and francs. *Archibald Blackburn.*

42. **Mecklenburg-Schwerin (1856).**—The Grand Duchy now merged into the German Empire. *John Walker.*

42. **Mecklenburg-Strelitz (1864).**—The stamps shown are complete. Used copies are rarer than unused. State now incorporated in the German Empire. *John Walker.*

42. **Monaco (1885).**—The stamps here represented bear the late Prince's likeness. That the smallest Principality in Europe, renowned for its gaming-tables, from which the revenue is principally derived, should issue such a practical set of stamps redounds to its credit. *John Walker.*

43. **Two Sicilies (1858).**—On this page are the well-known Neapolitan stamps, lake-red in colour. The classical symbol of the island of Sicily was three legs conjoined, which appear on the stamps. The blue $\frac{1}{2}$

tornese shown is a forgery. All the stamps of the kingdom of Ferdinand II. with his portrait are shown ; shades alone of one or two are, however, wanting.

Archibald Blackburn.

44. **Norway (1854).**—The first stamp bears a rampant lion holding a battle-axe. The 1856 issue with the King's head was superseded in 1863 by a similar design to first stamp. Among the diagonal cross-lined background set the 3 skilling is the rarest. Local stamps abound in this country and are shown on this page.

Miss C. J. Carplin.

45. **Oldenburg (1853).**—There are a number of rare stamps among the several issues. No country's stamps have been more forged than this. This State is now merged into the German Empire.

Archibald Blackburn.

46. **Parma (Grand Duchy) (1852).**—The design of first issue is chaste, being that of the fleur-de-lys surmounted by a ducal coronet.

Archibald Blackburn.

46. **Tuscany (Grand Duchy) (1850).**—Among these stamps are some good ones. The 1 quattrino and 1 soldo on blue paper are shown here. The "Lion" has always been a favourite with collectors.

Archibald Blackburn.

47. **Portugal (1853).**—Unlike most other countries Portugal has had from the time of Doña Maria II. her adhesive stamps with the sovereigns' heads embossed. It was believed to be proof against forgery. There are some rare ones among those exhibited, showing straight and curled hair on the head of King Pedro V. (1858-61).

Archibald Blackburn.

48. Russia (1848, Envelopes ; 1857, Adhesives).—The stamps of this country have always been admired for chasteness of design and colour. Some of the envelope stamps are rare. *Archibald Blackburn.*

49. Russia (Local Stamps).—These stamps include some of the rarest locals, which are not easy to collect. *Dr. Kirk.*

50. Russia (Local Stamps).—The same applies here. *Dr. Kirk.*

51. Livonia (1860).—This Baltic province of Russia has issued less than a dozen stamps altogether ; some of them are scarce. *Archibald Blackburn.*

51. Poland (1859).—Five stamps is the sum-total of poor Poland's postage-stamps. It had but one adhesive stamp. *Archibald Blackburn.*

51. Switzerland (Cantonal) (1843).—The Zürich issue (1843) was, simultaneously with that of Brazil, the first after the United Kingdom's issue. Two 6 rappen, types 3 and 5 ; 5 centimes (one on coloured and one on white paper) Geneva, and 14 others shown here. The large number of varieties of stamps to be found among this and the 1850-52 Federal issue (among the latter there are as many as thirty different types), make them an interesting study. The Geneva (1845) double stamp unsevered, and the embossed stamp of Basle, also the 4 rappen of Zürich, are rarities. [On sheet No. 163 will be found forged stamps of the foregoing. The 4 and 6 rappen Zürich are shown on sheet No. 162, also the embossed stamp of Basle, etc., etc.]

Archibald Blackburn.

52. Switzerland (1850, etc., issues).—(See preceding notes, which apply here also.) *Miss C. J. Carphin.*

53. **Switzerland** (1855, 1862, and 1881 issues).—The issue on granite paper is scarce postally used.

Miss C. J. Carphin.

54. **Saxony** (1850).—The head of the King appears on the earlier issues. The envelope-stamps are rarer than the adhesives, with the exception of the 3 pfennig, which is very rare, a copy being shown here.

Archibald Blackburn.

55. **Saxony (Envelopes)**.—See preceding notes.

Archibald Blackburn

56. **Schleswig-Holstein** (1850).—Two wars in this country have given rise indirectly to two of the issues. The 1850 stamps are very rare postally used. Separate stamps were issued for Holstein as well as for Schleswig in 1864, but a year later a new issue was made bearing the words Schleswig-Holstein.

Rev. J. A. Dunbar-Dunbar.

57. **Spain** (1850).—This country's stamps are practically complete, and show nice used and unused copies of different issues. The rare two reals 1851 and two reals 1852 are to be found on this page, also Madrid local stamp (1853), 1 cuarto.

Rev. J. A. Dunbar-Dunbar.

58. **Spain**.—The issues on this page comprise those of 1856 to 1867.

Rev. J. A. Dunbar-Dunbar.

59. **Spain**, issues of 1868 to 1875.

Rev. J. A. Dunbar-Dunbar.

60. **Spain**.—This page contains a full set of the "Baby King" (issue of 1889), and the issues from 1875.

Rev. J. A. Dunbar-Dunbar.

61. **Servia** (1866).—There are some rare stamps in the first issue, and among the Vienna prints there are also rarities. In this sheet are shown some errors,—stamps which have passed the Post Office without being

perforated. King Milan's youthful head appears in the last issue shown (1869-70). *Archibald Blackburn.*

61. **Montenegro (1874).**—The head of Prince Nicolas I. adorns the stamps of this small principality.
Archibald Blackburn.

62. **States of the Church (1853).**—The historical interest attached to these stamps goes without saying.
Rev. J. A. Dunbar-Dunbar.

62. **Romagna (1859).**—The stamps of the Romagna, that portion of the States of the Church which became part of the kingdom of Italy in 1859, were provisionally issued and superseded by the Papal issue. Used copies as shown here are very scarce. The issue has been largely forged and reprinted.
Rev. J. A. Dunbar-Dunbar.

63. **Sweden (1855).**—The first issue of these stamps was followed in 1856 by the issue of one stamp for the city of Stockholm. [The great rarity (an error)—20 öre lettered "tretio" (thirty)—is to be seen on No. 166.]
Archibald Blackburn.

64. **Turkey (1863).**—The Sultan's sign-manual is the principal design of the first issue. The star and crescent appear in the issues following, with Turkish inscriptions in black types, etc.
Archibald Blackburn.

65. **Turkey.**—A number of local stamps are shown here. They bear a circular print with the Turkish word "chier" enclosed.
Archibald Blackburn.

66. **Württemberg (1851).**—This German kingdom still issues its own postage-stamps. Among the early issues are to be found a large number of varieties of papers and perforations. Not the least interesting fact in regard to some of the stamps is that a silk thread is to be found running horizontally across each stamp. This was adopted as a safeguard against forgery.

Miss C. J. Carphin.

67. **Württemberg.**—(See preceding note.) This country's stamps as shown are practically complete.

Miss C. J. Carphin.

68. **French Balloon Letters, etc.**—These are of considerable historical interest, having passed through the German lines, *par ballon monté*, during the siege of Paris (1871).

Miss Paterson.

69. **Chalmers' Essays (1838).**

Exhibited by Patrick Chalmers, Wimbledon

70. **Explanatory Note** as to above, being a description of letterpress adhesive stamps.

Patrick Chalmers, Wimbledon.

71. **Photographs of Chalmers' Essays.**—One said to be of the year 1834. Herr Friedl of Vienna possesses an original copy.

Patrick Chalmers, Wimbledon.

[It appears that Mr. Patrick Chalmers, son of the late Mr. James Chalmers, supplied Herr Friedl with the date as 1834.]

72. **Copy Letter of General Post Office, London,** as to the first suggestion of an adhesive postage-stamp by Rowland Hill in 1837.

Pearson Hill.

A S I A.

73. **Ceylon (1857).**—These stamps are practically complete from 1857 to 1872—shades alone are wanting. They include 4d., 8d., 9d., 1s. 9d. (2), also 2s. unused and untrimmed imperforated, and 1s. 9d. unused perforated. 65 stamps in all.

Archibald Blackburn.

74. **Ceylon.**—This page includes whole set of envelope stamps, cut square, issued in 1858, also officials. 36 stamps in all.

Archibald Blackburn.

75. **Ceylon**.—Provisional and combined postage and revenue stamps shown here. 40 stamps in all.

Rev. J. A. Dunbar-Dunbar.

75. **North Borneo (1883)**.—These stamps can hardly be termed official stamps. They are issued by the British N. B. Company, a trading company.

Rev. J. A. Dunbar-Dunbar.

76. **Siam (1883)**.—These beautifully engraved stamps are of London manufacture. *Rev. J. A. Dunbar-Dunbar.*

76. **Corea**.—Little is known about these stamps. Used copies are, however, always preferred.

Rev. J. A. Dunbar-Dunbar

76. **Sarawak (1869)**.—This independent State of Borneo has some nice stamps printed in bright colours on coloured paper. Sir James Brooke, first Rajah, is depicted on the first stamp. *Rev. J. A. Dunbar-Dunbar.*

77. **Hong-Kong (1862)**.—The yellow brown ninety-six cents, and two, three, and ten dollars stamps postally used are shown here.

John Walker.

77. **Deccan (1868)**.—A nice lot of both used and unused stamps are shown of this Indian State, otherwise named Hyderabad. There is a curious skeleton type shown.

John Walker.

78. **India (1854)**.—Includes the rare two annas (unused) green of 1855 issue. There are two types shown here of the half-anna blue and one anna red (1854), the neck of Empress Victoria being pointed in the one and rounded in the other.

John Walker.

79. **Indian Native States**.—Selections from those of Cashmere, Soruth, Jhind, Jhalawar, Sirmoor, Wadhwan, Holkar, Nowanugger, and Bhore are shown on this page. The half-anna Holkar is engraved by Waterlow and Sons (Limited). *Archibald Blackburn.*

79. **Afghanistan (1870).**—These stamps are very interesting, being native prints. The centre-piece represents a tiger's head, which is the crest of Shere Ali. The stamps are obliterated by a thumb-mark of coloured ink, or a piece torn out of the stamp before being affixed to the letter. *Archibald Blackburn.*

80. **India Service Stamps.**—Among these are shown the rare half, two, and four annas provisionals. *John Walker.*

80. **Cyprus (1880).**—These stamps are historically interesting. The ordinary British stamps were super-scribed Cyprus, but later the island had an issue of its own sent out from the mother-country. *John Walker.*

81. **Japan (1871).**—The centre-piece of these stamps in some emissions is the chrysanthemum. Each stamp of early issue was engraved by hand and shows fine workmanship on the part of the 'Japs.' Strangely, no two stamps are precisely identical in such issues. *Archibald Blackburn.*

82. **Macao (1884).**—A Portuguese colony; and the typical Portuguese colonial stamp has been adopted here. *Miss C. J. Carphin.*

82. **China (1878).**—The typical dragon is the main feature of these stamps. *Miss C. J. Carphin.*

83. **Persia (1868).**—The early stamps with lion and sun are not common. A good portrait of the Shah appears on the later issues, some of which are Paris prints. *Rev. J. A. Dunbar-Dunbar.*

84. **Shanghai (1865).**—A good selection of unused copies is shown here (including a well-known bogus stamp). Those shown are originals. *Archibald Blackburn.*

85. **Straits Settlements (1867).**—The ordinary East Indian stamps surcharged with crown and cents constitute the first issue of stamps, all of which are becoming scarce. The stamps here are complete.

Miss C. J. Carphin.

A F R I C A.

86. **Madeira (1868).**—Some imperforated stamps are shown here.

Archibald Blackburn.

87. **Liberia (1860).**—A nice selection, including some good imperforated stamps, is shown here of this African Republic.

W. R. Macdonald.

87. **Lagos (1874).**—The stamps of this British possession shown here are complete.

W. R. Macdonald.

88. **Angola (1870).**—The usual Portuguese colonial type is used for this colony.

W. R. Macdonald.

88. **St. Thomas and Princes Island (1871).**—None of these stamps are what can be termed rare. The types are similar to those used in other Portuguese colonies.

Rev. J. A. Dunbar-Dunbar.

89. **Azores (1868).**—There are some rare imperforated stamps among the first issues shown here. These islands have the stamps of Portugal over-written "Azores."

Rev. J. A. Dunbar-Dunbar.

90. **Cape Verde Islands (1877).**—The stamps are similar to most other Portuguese possessions.

Rev. J. A. Dunbar-Dunbar.

90. **Mozambique (1877).** Another Portuguese settlement, stamps of the usual colonial type—a royal crown on plain disc in centre in circled label bearing name of colony. Values expressed in figures.

Rev. J. A. Dunbar-Dunbar.

91. **Cape of Good Hope (1853).**—The triangular stamps shown here are practically complete, including unsevered pairs of navy-blue fourpennies; triples, unsevered, of penny dull-rose, and sixpenny grey. Also provisional issue of 1860. *Archibald Blackburn.*

92. **Cape of Good Hope.**—The rectangular issues are shown here. Narrow and wide frames etc.

John Walker.

92. **St. Helena (1856).**—A nice lot of stamps are shown here, including penny, fourpenny, sixpenny red, and sixpenny blue, imperforated. *John Walker.*

93. **Egypt (1866).**—The inscriptions are in Arabic in first issues and the stamps shown are originals. The later issues have a pyramid and sphinx.

Archibald Blackburn.

93. **Suez Canal Company (1870).**—These stamps, representing a steamer passing through the canal, were, it is said, used to frank letters *en route*.

Archibald Blackburn.

94. **Gold Coast (1875).**—These stamps are similar in design to those of Sierra Leone, a neighbouring British colony.

John Walker.

94. **Sierra Leone (1861).**—The sixpennies of two first issues are not common. The imperforated one is rare. It is shown here.

John Walker.

94. **Zululand.**—This new British protectorate has the stamps of Great Britain inscribed "Zululand" across the face of them. The issue here is complete.

John Walker.

95. **Griqualand (1867).**—A very fine and practically complete lot of stamps. The distinguishing feature of these stamps is the letters GW and G surcharged on the Cape stamps.

John Walker.

95. **Congo State (1885).**—The head of the King of the Belgians is depicted on the stamps. The State has issued none other than shown here.

John Walker.

96. **Mauritius (1847).**—The first British colony to issue adhesive postage-stamps. Eleven "post-paid" stamps included here, also Grecian pattern-stamps. 63 stamps in all.

Archibald Blackburn.

97. **Mauritius.**—All the later issues are shown here. 31 stamps in all.

John Walker.

97. **British Bechuanaland (1887).**—The stamps shown here are somewhat interesting, as they include copies of stamps similar to certain British Inland Revenue stamps, with the name of the Protectorate on them.

John Walker.

98. **Natal (1857).**—1d. imperf. (blue), 1d. imperf. (buff), 3d., 6d., and 1s. are included in this page.

John Walker.

99. **Orange Free State (1868).**—There are a large number of varieties of types to be found among the provisional issues.

Miss C. J. Carphin.

100. **Timor (1885).**—A Portuguese settlement. The stamps shown are all that have been issued.

Miss C. J. Carphin.

100. **Guinea (1879).**—Another Portuguese settlement. Some of these stamps are very rare, especially those surcharged in small type.

Miss C. J. Carphin.

101. **Transvaal Republic (1869).**—A German postmaster had the stamps printed in Germany. Some of those shown here are very scarce. Imperf. roul. and perf. stamps shown.

Archibald Blackburn.

101. **Fernando Po (1869).**—The solitary stamp (a rare one), bearing the Queen of Spain's head, is shown here.
Archibald Blackburn.

102. **The Transvaal.**—History creeps in here. In 1877 the British were in possession as a protectoral power. The Republic's stamps were surcharged "V.R. Transvaal" in bold type. Later the Queen's head appeared, but subsequently (1883), the Republic being re-established after the withdrawal from the country, a new issue (without the Queen's head), was put in circulation.
Rev. J. A. Dunbar-Dunbar.

102. **Gambia (1869).**—All the stamps of this British colony are shown here.

Rev. J. A. Dunbar-Dunbar.

NORTH AMERICA.

103. **Canada (1856).**—These stamps include three violet-black sixpences (two imperf. and one perf.). 58 stamps shown here.
Archibald Blackburn.

104. **Newfoundland (1857).**—Include specimens of 2d., 4d., 6d., 6½d., 8d. unused, and 1s. used, orange. Among the later issues are to be seen a cod-fish, a Newfoundland dog's head, etc.
W. R. Macdonald.

105. **Nevis (1861).**—The design of the stamps represents a group of islanders drinking the healing waters for which the island is famous. Practically complete in issues of 1861 and 1867.

Archibald Blackburn.

105. **New Brunswick (1857).**—Includes two copies 3d. (used and unused), 6d., and 1s. of first issue.

Archibald Blackburn.

105. **Nova Scotia (1851).**—Stamps shown include 1d., 3d., 6d., and 1s. diamond-shaped (first issue).

Archibald Blackburn.

105. **Prince Edward's Island (1860).**—The issues are practically complete.

Archibald Blackburn.

106. **Vancouver's Island and British Columbia (1861).**—British coinage superseded by cents and dollars in later issues. Stamps shown here include 2½d. perf., 14 unused, and 1 dollar used,—a brilliant copy.

John Walker.

106. **British Honduras (1865).**—18 stamps shown here of issues up to 1885.

John Walker.

106. **San Salvador (1867).**—Full issues shown here.

John Walker.

107. **United States (1844).**—Includes 90 cents used (1851), unused copies of 5 cents (1851), imperf. 3, 5, 12, 30, and 90 cents (1861); and whole set of 1869 unused.

Archibald Blackburn.

108. **United States.**—Include newspaper and periodical stamps.

Archibald Blackburn.

109. **United States.**—Include envelope stamps cut square of Plimpton and Reay dies.

Archibald Blackburn.

110. **United States.**—Including Centenary issue 1776-1876.

Archibald Blackburn.

111. **United States.**—Includes unpaid set, Agriculture and Department of State full sets (all used).

Archibald Blackburn.

112. **United States.**—Includes War, Interior, and Justice Departments, full sets (all used).

Archibald Blackburn.

113. **United States.**—Includes Navy, Post Office, Executive, and Treasury Departmental stamps, full sets, used, also the 5 cents black on blue, and black on white, New York Post Office.

Archibald Blackburn.

114. **Confederate States (1861).**—Stamps shown number 25 of all issues, also the rare 10 cents (value in words).

Archibald Blackburn.

114. Wells, Fargo, and Co.'s Pony Express stamps (unused).

Archibald Blackburn.

114. Japanese Telegraph stamps.

J. A. Robertson.

115. **United States.**—(Locals).

Archibald Blackburn.

116. **United States.**—(Locals).

Archibald Blackburn.

117. **Antigua (1862).**—Stamps shown are practically complete.

John Walker.

117. **Bahamas (1859).**—Include rare 1d. imperf. (used copy), and stamps on various papers.

John Walker.

118. **Barbadoes (1852).**—Include eleven imperf., three of which are on blue paper.

Archibald Blackburn.

119. **Bermuda (1865).**—Rare surcharged stamps are shown here (value in words).

John Walker.

119. **Grenada (1860).**—Complete in all issues.

John Walker.

119. **Falkland Islands (1871).**—The stamps of these southern isles, with no value indicated, are scarce. Later issues shown are pretty portraits of the Queen.

John Walker.

120. **Dominica (1874).**—A very complete lot of stamps shown here, including one stamp perf. vertically to form two halfpenny stamps.

Rev. J. A. Dunbar-Dunbar.

120. **Nicaragua (1861).**—These stamps are pictorial beauties, but are not either rare or valuable.

Rev. J. A. Dunbar-Dunbar.

121. **Jamaica (1860).**—Includes fiscal stamps used postally.

John Walker.

121. **Turk's Island (1867).**—Including complete unused set of 1867 issue.

John Walker.

122. **Montserrat (1876).**—A fine selection. The old Antigua stamps were overprinted with "Montserrat."

John Walker.

122. **Virgin Islands (1866).**—This page includes the latest issue (1888-89). The allegorical designs are various. It is understood that the representation of one of the figures is from Guido's painting of the Assumption. These islands were named by Columbus after St. Ursula and her virgins, on whose day he discovered them.

John Walker.

122. **Samoa (1877).**—Private enterprise has produced the stamps of this Pacific settlement.

John Walker.

123. **St. Christopher or St. Kitt's (1870).**—Includes diagonally cut (not perforated) stamp, each half being surcharged a halfpenny. In all 22 stamps are shown here.

Rev. J. A. Dunbar-Dunbar.

123. **St. Lucia (1859).**—Includes used 'star' issue complete.

Rev. J. A. Dunbar-Dunbar.

124. **St. Vincent (1861).**—37 stamps shown, including 1d. on half sixpence, and 4d. on 1s., red.

Rev. J. A. Dunbar-Dunbar.

124. **Honduras Republic (1865).**—Includes first issue, etc. *Rev. J. A. Dunbar-Dunbar.*

125. **Trinidad (1851).**—Includes 8 lithographed, also 4d. (2), 6d., and 1s. imperf., value expressed. No later issues than 1865-75 shown. Total 49.

Archibald Blackburn.

126. **Danish West Indies (1856).**—Includes three imperf. 3 cents (shades), perf. 4 cents first issue, also 14 cents, 1874 issue.

Archibald Blackburn.

126. **Cuba (1855).**—Includes four copies surcharged Y $\frac{1}{4}$. 62 stamps shown here (issues 1855-1870).

Archibald Blackburn.

127. **Cuba.**—Issues from 1870 to 1877 shown here. Includes the surcharged interlaced-lined 25 cent de peseta (1871).

Archibald Blackburn.

128. **Cuba.**—Issues from 1878 to 1887 shown here. 38 stamps in all.

Rev. J. A. Dunbar-Dunbar.

128. **Ecuador (1865).**—Includes medio-real, un real in yellow and un real in sea-green, also four pesetas pink imperforated.

Rev. J. A. Dunbar-Dunbar.

129. **Porto Rico (1873).**—48 stamps in all shown here.

Rev. J. A. Dunbar-Dunbar.

130. **Mexico (1856).**—This page of stamps is almost complete in issues. It includes 8 reals claret, 1856, and 8 reals, 1861-66 issue.

John Walker.

131. **Mexico.**—From 1879 issue 62 stamps are shown here. No local issues exhibited.

Rev. J. A. Dunbar-Dunbar.

SOUTH AMERICA.

132. **Argentine Confederation (1858), The Republic**

(1862).—First issue complete, as also most of following issues, which include lithographs of 1888.

Rev. J. A. Dunbar-Dunbar.

133. **Brazil (1843).**—First issue complete. High values of slanting figures wanting.

Rev. J. A. Dunbar-Dunbar.

134. **Buenos Ayres (1851).**—Includes two blues and one deep blue of ship issue. 12 stamps in all.

Archibald Blackburn.

134. **Corrientes (1856).**—A part of the Argentine Republic which has now ceased to issue stamps. The eight stamps shown here include the rare 1 real blue, and the 1860 stamp (value expressed in pen and ink).

Archibald Blackburn.

135. **British Guiana (1850).**—Includes circular 4 cents, 1 cent, and 4 cents (2) 1851 issue; 1 and 4 cents unused, and 4 cents used, with white lines, 1853 issue.

Archibald Blackburn.

136. **British Guiana.**—Includes some 1862 provisionals. No later issues than 1878 shown. In all 60 stamps are shown here.

Archibald Blackburn.

137. **Chili (1852).**—Issues shown here are practically complete. 30 stamps in all.

Miss Janet Carphin.

138. **Curaçoa (1872).**—Full set (unused) of first issue.

Archibald Blackburn.

138. **Surinam (1872).**—Ditto. *Archibald Blackburn.*

138. **Bolivia (1867).**—Includes four shades of 5 centavos; 50 and 100 centavos, first issue.

Archibald Blackburn.

139. **Granada Confederation, etc. (1859).**—Includes six of first issue; fourteen of second; 2½, 5, 10, 20

centavos and un peso of third, 10 and 50 centavos (1862), and 1 peso (1864); in all, 55 stamps up to 1866.
Archibald Blackburn.

140. **Granada Confederation, etc.**—Includes 25 and 50 centos. registered covers. 38 stamps shown here.
Archibald Blackburn.

141. **Guatemala (1871).**—Includes first set unused, also yellow used, and fine lot of surcharged stamps.
Rev. J. A. Dunbar-Dunbar.

142. **Hayti (1881).**—Full sets of 1881 and 1882 issues.
John Walker.

142. **Costa Rica (1853).**—Stamps are practically complete as shown here.
John Walker.

143. **Peru (1858).**—A nice selection of cross background lines and wavy lines, also Lima stamps.
Archibald Blackburn.

143. **Pacific Steam Navigation Company's Stamps (1858).**—1 real blue, 1 yellow, 2 brown, 2 green, and 2 red.
Archibald Blackburn.

144. **Uruguay (1856).**—Includes 60, 80, 1 real Dilegencia, 120 block type, 180 light and dark shades, and 240. In all 52 stamps in sheet up to 1866.
Archibald Blackburn.

145. **Uruguay (1866, etc., issues).**—43 different stamps shown here, including all perforated large figures.
Rev. J. A. Dunbar-Dunbar.

146. **Venezuela (1859).**—Includes 8 of first issue and 9 eagles.
Archibald Blackburn.

146. **La Guaira (1864).**—Practically complete.
Archibald Blackburn.

146. **Paraguay (1870).**—1, 2, 3 reals (used), first issue, shown here.
Archibald Blackburn.

147. **St. Domingo (1862).**—Includes (2) 1869, (4) 1879, (3) 1880, (3) 1881, (6) 1883.

W. R. Macdonald.

147. **Portuguese Indies (1871) [Asia].**—Includes 10, 15, 20, 40, 100, 200, 300, 600, and 900 reis of first issue.

Archibald Blackburn.

OCEANIA.

148. **Fiji Islands (1866).**—Includes 7 1871 issue, 8 fancy type V.R., some on laid paper.

John Walker.

148. **Labuan (1879).**—Includes 2 cents red and green, 8 cents slate and rose, 10, 16, and 40 cents.

J. A. Robertson.

149. **New South Wales (1850).**—Includes fine copies of views of Sydney (eight in all), also full sets of Queen's heads with wreath, etc.

Rev. J. A. Dunbar-Dunbar.

150. **New South Wales**—(continued).

Rev. J. A. Dunbar-Dunbar.

150. **South Australia (1855).**—Includes fine copies of first issue on original paper, and stamps with errors of water-mark.

Rev. J. A. Dunbar-Dunbar.

151. **South Australia**—(continued).

Rev. J. A. Dunbar-Dunbar.

151. **Tonga (1888).**—Set of used copies.

Rev. J. A. Dunbar-Dunbar.

152. **New Zealand (1856).**—Includes full set on blue paper, first issue, some roul. and various perforations up to 1874; 68 stamps in all.

Archibald Blackburn.

153. **Philippines (1854).**—Includes 5 c. red, 10 c. deep red, 2 reals green, first issue; 5, 10, lilac-pink, various 5 centos; also 1 real violet and 2 reals blue (1863). 40 stamps up to 1876.

Archibald Blackburn.

154. **Philippines.**—Issues from 1876, including circular and oval surcharges of 1880. 33 stamps in all.

W. R. Macdonald.

155. **Sandwich Islands (1852).**—Includes Inter-island postage-stamps; 1 cent blue on white; 1 cent black on blue and also on white paper; 13 cents 1853, and 5 cents on blue paper 1853, also 5 cents provisional of 1865.

W. R. Macdonald.

156. **Queensland (1861).**—Includes 1d. and 6d. imperforated, full set 14 by 15, no water-mark of 1863 issue; three different types of the twopenny 1879-80 issue, also burelé at back of 1d. and 2d., etc. In all 65 stamps to 1880.

John Walker.

157. **Queensland**—(continued).

John Walker.

157. **Java (1860).**—Includes imperf. and perf. 12 first issues and unpaid letter-stamps.

John Walker.

158. **Victoria (1852).**—There are here shown used and unused copies of first issue (including the very fine engraved stamps).

Archibald Blackburn.

159. **Victoria (continued).**—Includes 5s. on yellow paper; 6d. orange (1862), and various perforations of 6d. orange (1858-65) "too late" and "registered" stamps. The two sheets contain 142 different stamps from 1852 to 1879.

Archibald Blackburn.

160. **Tasmania (1852).**—Nearly complete up to 1879. Includes nice copies of first issue. 72 stamps shown here.

Archibald Blackburn.

161. **Western Australia (1855).**—This colony has adopted the swan as its armorial symbol. The black swans of the Swan River were discovered by the navigator Vlaming in 1697, and communicated to the Amsterdam Royal Society. Includes unused 4d.

blue on white paper, 2d. 6d. and 1s. first type roul.; 6d. and 1s. also roul. issue of 1861, and early "officials."

Archibald Blackburn.

MISCELLANEOUS.

162. Includes New South African Republic; used copy, first issue, New Caledonia; provisional (2 cent pearls) British Guiana; circular 1850, blue, 12 cents; 12 pence, black, Canada; 4 and 6 rap. Zürich; a dozen N.S.W., including 5 Sydney views and embossed 1d. Post Office (1838).

Dr. Kirk.

163. Forged stamps.

164. Caricatures of Mulready envelopes and covers.

W. T. Wilson.

165. Caricatures of Mulready envelopes and covers.

W. T. Wilson.

166. Miscellaneous—includes Assab stamps, also the rare 20 (Tretio öre) Swedish.

D. J. Macfie.

167. Miscellaneous—three envelopes pen-and-ink sketches of views in Sandwich Islands, minutely addressed, reached destinations after having travelled many thousand miles.

Miss Beatrice C. Purvis.

167. Envelope of letter "All round the World" in 107 days. *N.B.*—This letter followed the traveller from place to place.

John Walker.

167. $\frac{1}{2}$ -shilling New Zealand stamp on original cover, used to prepay postage of sixpence.

H. Tod, Jr.

168. Likeness of Major Evans, R.A., in copy of the *Philatelic Journal of America*.

169. Caricatures of Mulready envelopes.

W. T. Wilson.

170. Caricatures of Mulready envelopes.

W. T. Wilson.

171. Miscellaneous—fine selection postage-stamps, including first issue 1d. buff Natal and Guadalajaras (4) and provisional British Guianas.

C. Chambers.

172. Prussian envelopes 1851.

Archibald Blackburn.

173. Essays—Belgian, French, Italian, etc. Proof Postage-Stamps, Bogus, Reprints of first issue Natal, Proofs of Queensland and New South Wales, which include an imperf. sixpence, lilac, square, wmk. 6 numeral; 4d. and 10d. (1864-9) imperf. not catalogued, and stamps with colour chemically changed.

Messrs. Lyon, Given, and Blackburn.

174. **New South Wales.**—Centennial issue (1888).

D. J. Macfie.

175. Specimens of Post-marks from 1721 to 1803.

B. J. Maloney.

176. Caricatures of Mulready envelopes, etc.

W. T. Wilson.

177. Selection of Post-Cards, including Penny Jubilee Card.

Messrs. Dunbar and Walker.

Summary of the Jubilee Collection of the World's Postage-Stamps exhibited in the International Exhibition, Edinburgh, 1890.

Europe,	3048
Asia,	611
Africa,	719
North America,	1434
South America,	613
Oceania,	389
Proofs, Essays, etc.	312
	<u>7126</u>

INDEX TO THE JUBILEE COLLECTION OF THE WORLD'S POSTAGE-STAMPS.

- Afghanistan, 79.
 Alsace and Lorraine, 22.
 Angola, 88.
 Antigua (British Possession), 117.
 Argentine Republic, 132.
 Austria, 1.
 Austrian Italy, 2.
 Azores, 89.
 Baden, 3-4.
 Bahamas (British Possession), 117.
 Barbadoes (do.), 112.
 Bavaria, 5.
 Bechuanaland (British Protectorate), 97.
 Belgium, 6.
 Bergedorf, 7.
 Bermuda (British Possession), 119.
 Boer Republic, 102.
 Bolivia, 133.
 Bosnia, 8.
 Brazil, 133.
 Bremen, 7.
 Brunswick, 9.
 Buenos Ayres, 134.
 Bulgaria, 8.
 Canada (British Possession), 103.
 Cape of Good Hope (do.), 91-92.
 Cape Verde Islands, 90.
 Ceylon (British Possession), 73-75.
 Chili, 137.
 China, 82.
 Colombia. *See* Granada Conf., 139-40.
 Columbia, British, 106.
 Confederate States of America, 114.
 Congo State, 95.
 Corea, 76.
 Corrientes (Argentine Conf.), 134.
 Costa Rica, 142.
 Cuba, 126-28.
 Curaçoa, 133.
 Cyprus (British Possession), 80.
 Danish W. I. *See* St. Thomas, 126.
 Danubian Principalities, 10-11.
 Deccan, 77.
 Denmark, 12-13.
 Dominica (British Possession), 120.
 Dominican Republic, 147.
 Dutch Indies, 157.
 Ecuador, 128.
 Egypt, 93.
 Falkland Islands (British), 119.
 Fernando Po, 101.
 Fiji Islands (British Possession), 143.
 Finland, 14.
 France, 15-17.
 French Colonies, 15-17.
 Gambia (British Possession), 102.
 Germany (Northern States), 18.
 " (Southern States), 18.
 " (Northern Conf.), 19.
 German Empire, 20.
 Gibraltar (British Possession), 22.
 Gold Coast (do.), 94.
 Granada Confederation, 139-40.
 Great Britain, 23-29.
 Greece, 30.
 Grenada (British Possession), 119.
 Griqualand (do.) 95.
 Guatemala, 141.
 Guiana, British, 135-36.
 " (Dutch). *See* Surinam.
 " (French). *See* French Colonies.
 Guinea, 100.
 Hamburg, 31.
 Hanover, 32.
 Hayti, 142.
 Hawaii. *See* Sandwich Islands, 155.
 Heligoland, 33.
 Holland, 34.
 Holstein. *See* Sch.-Holstein.
 Honduras (Republic), 124.
 " British, 106.
 Hong-Kong (British Possession), 77.
 Hungary, 35.
 Iceland (Danish), 36.
 India (British Possession), 78, 80.
 " (Native States), 79.
 Ionian Islands, 36.
 Italy, 33.
 Jamaica (British Poss.), 121.
 Japan, 81, 114.
 Java. *See* Dutch Indies, 157.
 Labuan (British Possession), 148.
 Lagos (do.), 87.
 La Guaira, 146.
 Liberia, 87.
 Livonia, 51.
 Lübeck, 40.
 Luxembourg, 41.
 Macao, 82.
 Madeira, 86.
 Malta (British Possession), 36.
 Mauritius (do.) 96-97.
 Mecklenburg-Schwerin, 42.
 " Strelitz, 42.
 Mexico, 130-31.
 Modena, 14.
 Moldavia, 10-11.
 Moldo-Wallachia, 10-11.
 Monaco, 42.
 Montenegro, 61.
 Monte Video. *See* Uruguay.
 Montserrat (British Possession), 122.
 Mozambique, 90.
 Naples, 39.
 Natal (British Possession), 98.
 Nevis (do.), 105.
 New Brunswick (do.), 105.
 Newfoundland (do.), 104.
 New South Wales (do.), 149-50.
 New Zealand (do.), 152.
 Nicaragua, 120.
 North Borneo, 75.
 Norway, 44.
 Nova Scotia (British Possession), 105.
 Oldenburg, 45.
 Orange Free State, 99.
 Ottoman Empire. *See* Turkey.
 Pacific Steam Navigation Co., 143.
 Parma, 39, 46.
 Paraguay, 146.
 Persia, 89.
 Peru, 143.
 Philippine Islands, 153-54.
 Poland, 51.
 Porto Rico, 129.
 Portugal, 47.
 Portuguese Indies, 147.
 Prince Edward Island (British Possession), 105.
 Prussia, 33.
 Queensland (British Possession), 156-57.
 Reunion, 15.
 Romagna, 62.
 Roman States. *See* States of the Church.
 Roumania, 10-11.
 Russia, 48-50.
 St. Christopher (British Possession), 123.
 St. Domingo, 147.
 St. Helena (British Possession), 92.
 St. Lucia (do.), 123.
 St. Thomas (Danish), 126.
 St. Thomas and Prince Islands, 88.
 St. Vincent (British Possession), 124.
 Samoa, 122.
 Sandwich Isles (Hawaii), 155.
 San Marino, 35.
 San Salvador, 106.
 Sarawak, 76.
 Sardinia, 37.
 Saxony, 54-55.
 Schleswig-Holstein, 56.
 Servia, 61.
 Shanghai, 84.
 Siam, 76.
 Sierra Leone (British Possession), 94.
 South Australia (do.), 150-51.
 South African Republic.
 Spain, 37-60.
 States of the Church, 62.
 Straits Settlements (British Possession), 85.
 Suez Canal Company, 93.
 Surinam, 138.
 Sweden, 63.
 Switzerland, 51-53.
 Tasmania (British Possession), 160.
 Thurn und Taxis. *See* Germany.
 Timor, 100.
 Tobago (British Possession).
 Tonga Islands, 151.
 Transvaal Republic, 101.
 Transvaal, The, 102.
 Trinidad (British Poss.), 125.
 Turkey, 64-65.
 Turk's Islands (British Possession), 121.
 Tuscany, 39, 46.
 Two Sicilies, 39, 34.
 United States of America, 107-13.
 United States of Colombia. *See* Granada Confederation.
 Uruguay, 144-45.
 Vancouver's Island. *See* British Columbia, 106.
 Van Diemen's Land. *See* Tasmania, 160.
 Venezuela, 146.
 Victoria (British Possession), 158-59.
 Virgin Islands (do.) 122.
 Western Australia (do.) 161.
 Württemberg, 66-67.
 Zululand (British Protectorate), 94.

291

Printed by T. and A. CONSTABLE, Printers to Her Majesty,
at the Edinburgh University Press.

104
150

G. STUART NICHOLSON,
63 NORTHGRAVES ST.,
MANCHESTER, N.

AN ILLUSTRATED MONTHLY PAPER.

THE PHILATELIC RECORD:

The Organ of the Philatelic Society of London.

Vol. XIII. (1891) commences with the January Number.

RATES OF SUBSCRIPTION FOR 1891:—

To any part of the United Kingdom, Europe, United States, Canada, Egypt, and other countries in Class A of the Postal Union, . . .	5s.	post free.
To India, China, Japan, Ceylon, Straits Settlements, Java, etc., . . .	6s.	„
To the Transvaal and New Zealand,	6s. 6d.	„
To all other Countries and Colonies,	5s. 6d.	„

If for less than one year, either at home or abroad, 6d. per copy; post free 6½d.

THE STAMP NEWS ANNUAL

FOR 1891.

Being a CHRISTMAS NUMBER of THE STAMP NEWS. 100 pages, large 4to, of Original Contributions by the most eminent Philatelic writers of the day, and other useful information, etc., for all classes of Stamp Collectors, including Thirty interesting Articles, etc.

In neat Paper Cover, 2s. 6d. post free;

Elegantly bound in Cloth, gilt edges, 4s. 6d. post free.

Only a limited number of copies of this work have been issued, and it will not be reprinted.

THEODOR BUHL & CO.'S New Priced Catalogue,

With Illustrated Appendix, is now appearing in Parts,

Price 2d. Each.

Parts I. and II. are now ready, and the others will be Published every few weeks.

The Catalogue contains every known variety, including all Perforations, Watermarks, Errors, etc. etc., and is the most complete of its kind ever published in the English Language.

Prices of all stamps that can be supplied are given for both used and unused.

The Subscription to the Catalogue is

2s. 6d. Post Free,

on receipt of which the Parts already published will be sent at once, and the others will be forwarded as they appear.

THEODOR BUHL & CO.,

Stamp Merchants and Philatelic Publishers,

11 QUEEN VICTORIA STREET, LONDON, E.C.

Registered Telegraphic Address:—"PHILATELY, LONDON."

THEODOR BUHL

3 9088 00034 7047

SMITHSONIAN INSTITUTION LIBRARIES

(With which the Business of Messrs. PEMBERTON, WILSON & CO.
is now incorporated)

Publishers of the "STAMP NEWS" and "THE PHILATELIC RECORD," and Dealers in Postage Stamps of all kinds, beg to draw the attention of Stamp Collectors to their magnificent Stock of Stamps, one of the finest in the World.

EVERY DESCRIPTION OF STAMP BUSINESS TRANSACTED.

Price List of 300 Sets and Packets post free on application.

Price List of 40 Different Albums (illustrated) post free on application.

Wholesale Price List for Dealers only, Gratis on application.

Sheets sent on approval. Selections of Rare Stamps sent on approval. Wholesale Selections sent on approval.

Collections from £100 to £1000 sent on approval, with each Stamp priced singly.

Celebrated Stamp Mounts, 1s. 6d. per 1000. Superior Quality, 2s. per 1000. Celebrated Duplicate Books, 3s. each.

THEODOR BUHL & CO. beg to inform the public that owing to the extent and variety of the business they undertake, it is impossible to advertise everything; but they wish to inform Philatelists and others that they transact EVERY description of business connected with Stamps—quantity no object, as they are prepared to Buy or Sell MILLIONS of Stamps or single specimens, and to give equal attention to all, whether the transaction be large or small. All inquiries cheerfully answered. Stamps, Old Collections, or Loose Lots, purchased for Cash to any amount.

THE STAMP NEWS.

A MONTHLY ILLUSTRATED MAGAZINE for Stamp Collectors and Dealers. Twenty-four or more large 4to pages monthly, well illustrated, and containing Articles by the best-known Philatelic writers of the day.

Vol. VII. commences with the Number for Jan. 1st, 1891.

Rates of Subscription for 1891:—

Post free to any part of the United Kingdom, Europe, Egypt, Madeira, United States, Canada, Newfoundland, and other countries in Class

A of the Postal Union,

To India, China, Japan, Ceylon, Straits Settlements, Java, Philippine Islands, etc.

To the Transvaal and New Zealand,

And to all other Countries and Colonies,

2/6

3/6

4/

3/

If for less than one year either at home or abroad, 3d. per copy; post free 3½d.

Address all Communications on any Philatelic Subject to

THEODOR BUHL & CO.,
11 QUEEN VICTORIA STREET,
LONDON, E.C.

Registered Telegraphic Address—"PHILATELY, LONDON."

SMITHSONIAN INSTITUTION LIBRARIES

3 9088 00034 7047